



Missions for America

Semper vigilans!
Semper volans!

The Coastwatcher

Publication of the Thames River Composite Squadron
Connecticut Wing
Civil Air Patrol

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FRUIT SALE'S LAST WEEK

The annual citrus fundraiser is underway. The Squadron is selling 25 pound boxes of navel oranges, grapefruit, or mixed fruit for \$27. The 40 lb boxes are priced at \$37.

If any reader wished to purchase fruit, please make a selection and send a check, made out to TRCS-CAP to Stephen Rocketto at 928 Old Colchester Rd., Oakdale, CT 06370. He will then fill out an invoice, scan it, and return it to you. We expect delivery around the first week in December.

We have used these products for our once-a-year fundraiser for almost a decade and the oranges and grapefruit have always been excellent.

The sale ends on November 3rd.

CADET MEETING MINUTES

27 October, 2015

submitted by

C/CMSgt Daniel Hollingsworth

C/TSgt Drost and C/CMSgt deAndrade led drill. An inspection followed. Then back at squadron we proceeded with inspection.

Lt. Col deAndrade handed out the certificates for first flight in a glider to those cadets who attended the weekend orientation flight event in New Jersey. Each cadet will also receive a free one year membership in the Soaring Society of America.



Cadets receive their glider certificates from deAndrade, Squadron Commander and glider orientation pilot.

A Mitchell ceremony celebrated the advancement of Cadets Michael and Daniel Hollingsworth to the grade of Cadet Second Lieutenant. the ceremonies commenced with the Pledge of Allegiance, the Cadet Oath, and an invocations.

Master of Ceremonies Major Paul Noniewicz called upon Major Roy Bourque to explain the cadet program and the effort which is needed to earn the Mitchell award.

Lt Col Rocketto followed and presented a biography of Billy Mitchell.

Squadron Commander John deAndrade addressed the parents and cadets with a short speech about the purposes of the cadet program.

State Representative Kevin Ryan of the 139th Legislative District gave Cadets Michael and Daniel Hollingsworth citations from the State Legislature lauding them for their achievement.



Representative Ryan reads the legislative citation.



Mr. and Mrs. Hollingsworth, Representative Ryan and Lt Col deAndrade stand with C/2d Lt Daniel Hollingsworth

At the conclusion of the ceremonies, the guests, cadets, and officers a piece of the celebratory cake and a cold drink.

C/2d Lt Michael Hollingsworth receives a copy of his citation form Representative Ryan



KUDOS

Albert Losacano completed requirements of the ICUT qualification.

SENIOR MEETING MINUTES

27 October, 2015

submitted by

Captain William Bligh

Officers attended the Mitchell ceremony and worked on individual assignments.

EMERGENCY PLANNING AND PREPAREDNESS INITIATIVE

A statewide exercise was held last week by Connecticut's Department of Emergency Management and Homeland Security. Municipalities and emergency service organizations were encouraged to open their emergency operations centers and convene their unified command staff. A severe weather event was the focus of the exercise. CAP's staff reported to the Connecticut State Armory. Lt Col John deAndrade served as the incident commander.



Representative Ryan notes the initiative and effort displayed by Daniel and Michael Hollingsworth

Mr. and Mrs. Hollingsworth came forward to attach the new insignia to each of their son's shirts.

**TEN THAMES RIVER CADETS FLY
GLIDERS IN NEW JERSEY**

*submitted by
2d Lt Daniel Hollingsworth and Lt Col Stephen
Rocketto*

Ten Cadets from Groton's Thames River Composite Squadron traveled to historic Solberg Airport, New Jersey this weekend to fly gliders: C/2d Lt Michael Hollingsworth and Daniel Hollingsworth, C/Amn April Simon, C/CMSgt Alexander deAndrade, Cadet William Burns, C/SrA Nicholas Bouillard, C/A1C Matthew Carasone, C/MSgt Hannah, C/TSgt Benjamin, and C/SSgt Daniel Ramsey.

Senior officers accompanying the group were Squadron Commander Lt Col John deAndrade, Deputy Squadron Commander Maj Scott Farley, and Aerospace Education Officer, Lt Col Stephen Rocketto.

Civil Air Patrol cadets are allowed 10 orientation flights, five powered and five in gliders. The flights are based on a syllabus which covers basic aspects of flight: turns, climbs and descents, navigation, and weather.

The aircraft used was a Let L-23 Super Blanik, a training glider manufactured in Czechoslovakia. A Maule MT-7 was employed as a tow plane. Each flight consisted of a launch in which the glider was towed aloft by the Maule to 2,500 feet. The cadet then operated a control which released the glider from the tow and motor-less flight commenced. For the next 15 or 20 minutes, cadets practiced basic maneuvers under the guidance of an instructor until the aircraft landed.



C/2d Lt Michael Hollingsworth studies instrument display before take-off.

C/CMSgt Alex deAndrade attaches to tow line for C/A1C Mark Carasone



The tow plane takes up slack in the line prior to launch.

Wing Runner C/TSgt Benjamin Ramsey signals the start and supports the wing in the first crucial seconds.



The cadets worked in teams of three. One cadet flew with an instructor, one was responsible for hooking up the tow line, and the third functioned as the wing-walker. The wing-walker signaled the tow plane pilot when the glider was ready and then ran a few steps as the glider accelerated, supporting the wing until sufficient lift enabled the pilot to keep the wings horizontal.



C/2d Lt Michael Hollingsworth checks security of two rings for C/CMSgt Alex deAndrade

Cadet William Burns, spoilers extended, touches down.



C/MSgt Hannah Ramsey brakes to a stop.

C/SSgt Daniel Ramsey smiles as airspeed is lost and the wing drops to the ground.



C/Amn April Simon slides to a stop.

Assistance was provided by members of the New Jersey Wing. Lt Col served with two of them at the second session of the 2015 Springfield, Vermont Glider Academy. C/1st Lt Daniel Banas was a student and Lt Col Philip Jones was the Chief Instructor at the Academy.

The flying was done on Saturday and Sunday afternoon, poor weather curtailing Sunday morning activity. A visit to the New Jersey Aviation Museum and Hall of Fame rounded out the weekend experience.

NEW JERSEY AVIATION MUSEUM

Eleven TRCS members visited the New Jersey Aviation Museum and Hall of Fame last weekend



The TRCS contingent comfortably seated in the passenger compartment of the only surviving Martin 2-02.

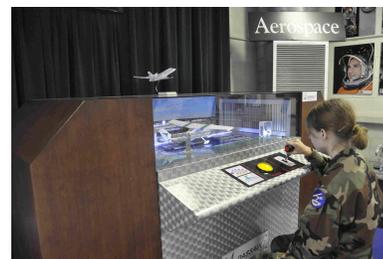
The visit to the museum piggy-backed on the trip to Solberg Airport for glider flying. In addition to

the Martin 2-0-2, the machine also houses Charles Fletcher's Glidemobile, arguably the world's first surface effect machine.



The 1950s Fletcher Glidemobile

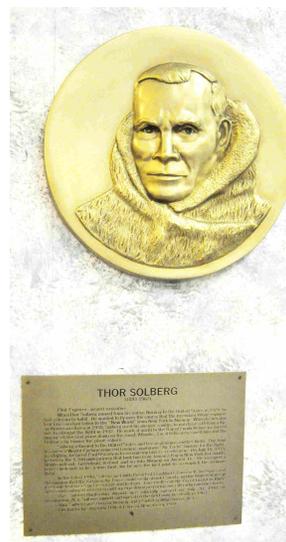
While at the museum, the cadets searched for Thor Solberg's plaque in the Hall of Fame, experimented with the interactive aeronautics simulators, and viewed many of the unique objects on display.



Cadet Hanna Ramsey "flies" a "lift and drag" demonstrator.



A vintage White ambulance



The Thor Solberg plaque in the Hall of Fame

AEROSPACE HISTORY

Editor Visits Four Historic Airports in Fourteen Days

The Editor, an avid aviation historian, rounded "four bases" when he managed to visit four historic airports within two weeks.

During the second week of October, a meeting of the Ancient and Secret Order of Quiet Birdmen took him to Flabob Field in Riverside California. Flabob, the "little airport that time forgot" harbors an eclectic collection of vintage aircraft and homebuilders. the Tom Wathen Center for aviation education, the American Institute of Aeronautics and Astronautics Wright Project, and the Quiet Birdman (QB) Museum.

The Experiment Aircraft Association (EAA) Chapter One is housed in the Stits Hangar. The EAA have their Young Eagles program for youngsters and have flown over 14,000 kids since the event's inception.



The Stits hangar and a display of replicas of two famous racing aircraft, the DeHavilland Comet and Roscoe Turner's RT-4.

During the QB four day meeting, members offered free rides in a range of vintage aircraft. These included a Stearman PT-17 Kaydet, a Naval Aircraft Factory N3N "Yellow Peril," and a Travel Air D-4-D.

NAF N3N-3



One afternoon, the QB visited the Planes of Fame Museum at Chino Airport which has one of the largest collections of flying warbirds in the world. Aircraft on display included the North American F-86 Sabrejet, A Lockheed P-38J Lightning, and an Aero Vodochody L-29 Delfin.



L-29 Delfin

Note the fire damaged tail of the F-100 to the right and the B-50 fuselage in the left rear. The B-50 is the Lady Luck II, first aircraft to complete a non-stop circumnavigation of the globe.

Rides were raffled in a North American B-25 Mitchell, T-6 Texan, and P-51 Mustang, a Douglas SBD Dauntless, and a trio of Douglas C-47/DC-3 aircraft. The Editor won a seat in a DC-3 and was treated to a tour of the San Bernadino area. During the landing approach, the flaps were extended but suddenly power was added, the flaps were retracted and the airplane climbed out of the pattern. It seems the landing gear would not extend. The Editor, having had this happen to him once in a Piper Arrow, was used to stuck gear having experienced one before and, never having experienced one before, looked forward to a gear-up landing. The crew took up the floorboards and assiduously worked on the plumbing beneath, fixing the problem and extending the gear. A T-6 Texan did a fly-by to confirm that the gear was fully extended and we landed safely.

Three "3s" Poised for Flight



Two weeks later, transporting Cadets to glider orientation flights, we stopped at Teterboro Airport in New Jersey and visited the New Jersey Aviation Museum and Hall of Fame. This was the Editor's second visit. About 40 years ago, flying charter, he had to wait for a passenger at Teterboro and had a chance to visit the museum. At that time, it was housed in the old tower and was quite a bit smaller.

Teterboro is the oldest airport in the metropolitan New York area. Founded in 1917, it was the site of North American Aviation and Anthony Fokker's North American facility, Atlantic Aviation Corporation.

A number of rare aircraft were on view, the sole surviving Martin 2-0-2 airliner, a Convair 880 airliner under restoration, what is billed as the first skirted hovercraft, a Fletcher Airglide and a LASA 60, a Lockheed attempt at a light utility aircraft build in Mexico, then in Argentina, and finally in Italy but never in the United States.



Martin 2-0-2 with Convair 880 fuselage visible in background.

From Teterboro, we transited to Solberg Airport in Readington, New Jersey. The airport is around 75 years old and was founded by Thor Solberg. TRCS Deputy Commander Scott Farley learned to fly there in the '70s.

Thor Solberg was one of the long distance pioneers and, in 1935, made the first flight from the United States to Norway in a Loening C-2-C Air Yacht named after Lief Erikson, the 9th Century explorer who is reputed to have founded a settlement in North America. Solberg founded the airport in 1939 and some 5,000 pilots were trained there in World War II.



Loening Air Yacht (photo: public domain)

For over ten years, the Solberg family who still owns the airport but have been fighting the town of Readington who have filed an eminent domain lawsuit to evict the Solbergs. The town justifies its actions by claiming that it wishes to preserve open-space, a claim which seems ridiculous considering the 85% of the airport is open-space already. The town government has rejected compromise offered by the Solbergs and continues to wage its war to against a private property owner.



*Solberg Scene
A Texan in New
Jersey*

Whether the pygmies in local government or the Solbergs will prevail is an open question. But government action against private land owners has implications which extend far beyond the boundaries of Solberg Airport and is an ongoing threat to civil liberty.