



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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10 November, 2015

FRUIT SALE

The sales phase of the Squadron's annual citrus fruit fund raiser has attended. This year's effort is average compared to the eight previous years. Some 275 cases were sold with Seniors contributing about 70% of the total. The top five seniors sold 50% of the fruit and 80% of the Squadron participated.

Delivery is expected during the first week of December and volunteers are needed to unload the truck and shift the fruit from Grasso Regional Technical School to the Squadron.

UNIT COMMANDER'S COURSE

The course will be held at Camp Niantic on 5-6 December. The cost is \$25. For further information and an application form go to:

<http://www.ctwg.cap.gov/ucc-registration-form.html>

TRAINING LEADERS OF CADETS COURSE

The course will be held at Camp Niantic on 5-6 December. The cost is \$25. For further information and an application form go to:

<http://ctwg.cap.gov/tlc-registration-form.html>

CADET MEETING MINUTES

10 November, 2015

submitted by

C/CMSgt Daniel Hollingsworth

Drill was cancelled due to rain. The indoor meeting was opened with the Pledge of Allegiance and the Cadet Oath followed by an inspection.

Lt Drost conducted a character development seminar with the theme "Anybody can be a Hero."

C/CMSgt presented a paper on the relationship among leaders and followers.

Cadet Burns was promoted to cadet airman. Cadet Meers was promoted to cadet chief master sergeant.

Cadet Simon received her Soaring Society of American glider certificate.

Lt Col deAndrade concluded the meeting with a brief summary of past activity and future prospects.

November 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3 FRUIT ORDERS DUE	4	5	6	7 Cadet Ball
8	9	10 CC CALL SIM (1800)	11	12	13	14
15	16	17	18	19	20	21
22	23	24 No Meeting	25	26 Thnkgvng	27	28 OFlight
29	30	FRUIT SELL END NOV 3				

December 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
		1 WW2 Speaker	2	3	4	5 UCC/TLC
6 UCC/TLC	7	8 CC CALL	9	10	11	12 SQ SAREX
13	14	15 Party	16	17	18	19
20	21	22 No Meeting	23	24	25 Cmas	26
27	28 OFlight	29 OFlight No Meeting	30 OFlight	31		

January 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
				New Years	1	2
3	4	5	6	7	8	9
10	11	12 CC CALL	13	14	15	16
17	18	19	20	21	22	23 OFlight
24	25	26	27	28	29	30 OFlight

February 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
31	1	2	3	4	5	6
7	8	9 CC CALL	10	11	12	13
14	15	16	17	18 OFlight	19	20
21	22	23	24	25 OFlight	26	27
28	29					

This schedule is not a replacement for good communications.

Other Ground Tranex O-Flight Meeting Wing National

Integrity

Date	Senior	Cadets
3	Planning	Testing, admin, Leadership, PT if needed
7		Cadet Ball
10	CC Call	Drill, AE Pres, Char Dev, Guest, Promo
17	MT Flying training	Safety, PT, indoor games (PT)
24	No Meeting	No Meeting
28		OFlight: Contact Lt Ray

Volunteer Service

Date	Senior	Cadets
1	Staff Planning, Special Speaker	Drill, Leadership, admin, DDR/Safety(BDUs)
5,6	UCC and TLC (Camp Niantic)	
8	Commander's Call / Promotions	Drill, CD, AE, Promotions (Blues)
12	Sarex	Sarex
13	Wx Backup	
15		Holiday Party (Civies/Pot Luck/1800)

Respect

Date	Senior	Cadets
5	Planning / Staff	Leadership
12	Commanders Call	
19	Emergency Service	
26	TBD	TBD

Excellence

Date	Senior	Cadets
2	Planning / Staff	Leadership
9	Commanders Call	
16	Emergency Service	
23	TBD	TBD

SENIOR MEETING MINUTES

03 November, 2015

submitted by

Captain Philip Francis Queeg, Lt. Commander,
USN

Commander's Call

A required safety lesson was held on the conditions necessary for a fire and the four extinguishers available.

VIP flights have been proposed for local state legislators and details are being worked out.

Lt Col deAndrade attended an Eastern Group meeting in which the importance of submitting annual reports by the due dates was emphasized.

The Squadron is signed up for the Cyber Patriot Program. Lt Meers and Lt Col deAndrade will coach a team consisting of six cadets.

The Call List was passed around for review.

Maj Noniewicz announced a move of the orientation flight schedule to weekends.

Lt Col deAndrade attended the Cadet Ball with Cadets Poe, Brouillard, Simon and the three Ramseys.

Lt Col deAndrade and Maj Farley will attend the upcoming UCC and TLC courses in a teaching and training capacity.

The Squadron end-of-year party will be held on 15 December. It is pot luck and Lt Ray is coordinating the food. The party will be for members only.

KUDOS

The Squadron thanks Lts Crandall, Drost, and Meers for recent work done on wiring the MÄK simulator system.

Cadet Awards



Top left to right clockwise: Cadet Burns receives his new insignia, The Squadron Commander and Lt Meers pin "chief" stripes on Cadet Meers, Cadet Simon is given SSA certificate, Cadet deAndrade is congratulated on his Armstrong Achievement.

THE MÄK SIMULATOR SYSTEM.

Lt David Meers discussed the issue of communications during emergency services operations and demonstrated how the MÄK simulator system is used as a training device. A simulator system which develops the habits of good communicating practices is a low-cost and effective alternative to live practice using aircraft and ground crews.

A simple version of the simulator has been set up in four squadron rooms, each room housing a separate part of the system: modules for an instructor, pilot, scanner, and ground team.



Lt Meers at the instructor station. The pilot and observer views are shown to the right of the command screen.

The instructor sets up an exercise, *i.e.* a downed aircraft. A plane and ground team are dispatched to the search area on commences standardized procedures. As the plane flies a search pattern, the scanner, equipped with virtual reality goggles scans the ground. If he spots the aircraft, he can have the observer direct a ground team to the site. If not, the exercise can be continued or the instructor can return the aircraft to the appropriate place for a debrief. During the exercise, the participants, all out of sight of each other, communicate over a "radio."



Lt Col Doucette working the ground team station.

The advantages of the system are obvious. Once the initial investment is made, cheap training drills can be run, techniques refined, and mistakes corrected.

The plan is to run, in the indefinite future, a "proof of concept" demonstration for CAP National Emergency Services officers.

MERIDEN-MARKHAM DOUBLE EVENT

On 07 November, the Federal Aviation Agency Safety Team (FAASTeam) and Meriden Markham Airport (MMK) sponsored two programs at MMK. Mr. Graeme J. W. Smith was the principal speaker for both the FAA WINGS seminar entitled "Proficiency Matters" and an aerospace history presentation about the Battle of Britain.

The theme of the seminar was about developing the habit of preparation from a mundane turn around the pattern to the planning and execution of a long cross country trip. Smith advocates frequent recurrent training and simulated

emergency planning and practice.

Smith's lesson was unique in that it was based upon a cross country emergency which he once experienced and he used to Socratic method in teaching. At critical stages in the flight, he called upon his audience to enter into a dialogue about what might be happening and what might remediate the problem.

The second part of the morning was billed as "Battle of Britain-75th Anniversary." This offering was also unique. Interspersed with details about the battle, Smith discussed his childhood experiences during the war and his goal to fly a Spitfire. The lecture was richly illustrated by a film produced by Smith, and a collection of WWII Royal Air Force (RAF) artifacts; radio devices and clothing. Smith wore a WWII RAF uniform bearing the rank of wing commander.

The Battle of Britain is arguably the most significant air superiority campaign in history. Although the Luftwaffe's combat aircraft were five times that of the RAF, German numeric superiority was mitigated by an integrated air defense system devised by Air Chief Marshal Hugh Dowding in the four years before the declaration of war.

The Dowding System consisted of Chain Home radars and a ground observer corps. The reports were sent to Fighter Command Headquarters which organized the raw data and sent pertinent reports to Group Headquarters which contacted the sectors which commanded interceptor launches. Pilots would be on a take-off roll within two minutes of an alert. Essentially, the Dowding System was a force multiplier which directed the interceptor aircraft in the most efficient manner possible and reduced the German five-fold advantage to a two to one ratio.

The main fighters flown by "The Few" were the Hawker Hurricane and the Supermarine Spitfire. The older Hurricane received less attention than its more glamorous sister but it had some advantages. Its simpler construction made repair easier, its wider undercarriage made landing easier, and its thick wing gave it a tighter turning radius. During

the Battle of Britain, Hurricanes claimed 60% of the victories!



Spitfire on Display in Canada

The "Spit" and Hurricane complemented each other. The Spit took on the fighters and the Hurricane attacked the bombers.

Hurricane based in Virginia



Smith's boyhood acquaintanceship with Spitfires planted a life-long desire to actually fly one. His first two lessons were in a Dehavilland Tiger Moth and a North American Harvard (T-6 Texan).

Five years ago, he earned a private pilot certificate in Providence and went back to the United Kingdom to participate in a special program which follows the steps which a pilot candidate took in WWII. Over a week, he stepped up from a Tiger Moth to a Harvard and finally, one of the few two-seat Spitfires, a TR.9, fulfilling his boyhood dream.



A TR.9 at Duxford

Three CTWG members. Lt Cols Carl Stidsen and Stephen Rocketto and Capt Mike Kerpen remained after the lecture and Mr. Smith demonstrated deep knowledge of the Battle of Britain by generously giving an extra hour of his time to answer a series of questions.

Mention needs be made about the pleasant welcome which MMK gives to CAP and general aviation.. The Silver City Composite Squadron and Experimental Aircraft Association chapter call it home. Airport Manager Connie Castillo, a CAP captain has done a marvelous job setting up airport history exhibits.

ASTRONOMICAL SPECTACULAR

Anyone who got up and viewed the pre-dawn eastern sky got a real treat. A thin crescent moon, Venus, Mars, and Jupiter were all within a few degrees of each other. As a bonus, the clear skies allowed viewing of at least six first magnitude stars, two naked eye nebulae, M31 in Andromeda and M41 in Orion, the Pleiades, an open star cluster.



The Lunar and Planetary Configuration

AEROSPACE CURRENT EVENTS

Historic Vulcan Grounded

Excessive airframe time and the attrition of knowledgeable maintainers have forced the sponsors of restored Avro Vulcan XH558, the last flying British V bomber, to permanently ground the aircraft. The aircraft has flown for seven years and made 228 public displays, all funded by public donations.



A Mk 2 Vulcan, XM573, at the former SAC Museum at Offut AFB

The Vulcan, Handley Page Victor, and Vickers Valiant were the triad of strategic nuclear bombers that the Royal Air Force deployed in the 1950-1960 era. Converted to a conventional bomber, the Vulcan soldiered on, supported by Victors which had been converted to aerial tankers.

Perhaps the Vulcan's most famous exploits were the Operation Black Buck missions during the 1982 Falklands War with Argentina. Black Buck I flew a round trip of 8,000 miles from Ascension Island to Port Stanley and return, a 16 hour mission. Supported by 14 Victor tankers, the single Vulcan successfully cratered the Port Stanley runway.

The last flying Vulcan, *Spirit of Great Britain*, will remain at Robin Hood Airport, Doncaster, Sheffield, where it will provide occasional taxi demonstrations.

AEROSPACE HISTORY

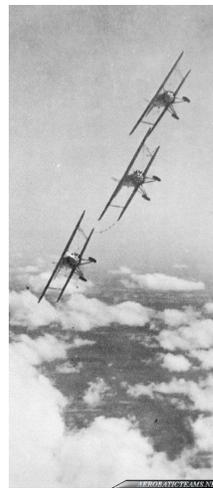
Aerial Demonstration Teams

Part II The Blue Angels



Today, every aviation enthusiast recognized the name Blue Angels, the U.S. Navy's air demonstration team. Like the USAF Thunderbirds, the Blue Angels have a similar history. Both were established after World War II and both services developed official and unofficial predecessors.

Between 1928 and 1931, four separate teams, each consisting of three aircraft performed for the US Navy. The earliest team was the Three Sea Hawks. In 1928 and 1929, they flew the Boeing F2B, operated out of San Diego's NAS North Island and limited their performances to California.



*The Three Sea Hawks
(The next 15 photos are from
Aerobaticteams.net)*

Two different teams formed in 1929. Three Gallant Souls were supported by the 5th Training Squadron based at Pensacola, Florida. They first flew the Curtiss F6C-4, and Boeing's F4B-1, and F2B-1. The High Hatters were a second team established in 1929. Unique in that they were based on the aircraft carrier, *USS Saratoga* and sometimes flew with their Boeing F2B-1s roped together. Most of their performances were restricted to the west coast.



The Three Gallant Souls

*The High Hatters
Roped Together*



The Three Flying Fish performed in 1930 and 1931 and were based at Washington's NAS Anacostia. Mostly an east coast team, they flew the Curtiss F6C-4.



A Curtiss flown by the Flying Fish

The genesis of the Blue Angels occurred 1946 but between 1947 and the end of the Korean War, four other "Navy" teams, the Air Barons, the Gray Angels, the Marine Phantoms, and the Albino Angels made appearances in the airshow skies.

First off the ramp was one of the most unusual and short-lived teams, the Gray Angels. The three pilots were all flag officers: Rear admiral's Daniel V. Gallery, Apollo Soucek and Edgar A. Cruise! They were the first US jet team and flew McDonnell's FH-1 Phantom. In 1947 "a poorly timed arrival" of the Grays at the Cleveland Air Show almost resulted in a mass collision with another formation of aircraft. The team disbanded and the aircraft went to the USMC.



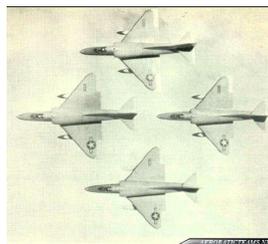
Admirals Gallery, Soucek and Cruise in front on one of the Phantoms.

The Marines fielded their own team, the Marine Phantoms, in 1949 flying their Phantoms out of MCAS Cherry Point, North Carolina. Their first leader was the legendary combat airman and test pilot Marion Carl. In 1950, the Korean War started and the Marine Phantoms ended.



USMC McDonnell FH-1 Phantom

In 1957, a Douglas A-4D Skyhawk team, the Albino Angels from VA-133 flew twice at an airshow at NAS Mirimar, near San Diego. Their departure was from an aircraft carrier, probably of the Essex class. This was the only Navy demonstration team show launched from a carrier. After the show, they were disbanded making them the shortest lived of all the teams teams.



Albino Angels

The Air Barons flying out of NAS Glenview represented the US Naval Air Reserve and the pilots were all reservists. They flew the F9F-6, the North American F4J-B Fury, and different marks of the A4D. In 1971, their parent squadron was disbanded and ended their 15 year career.



A-4L Skyhawk Bearing the Air Barons Livery

The creation of the Blue Angels were authorized By Chief of Naval Operations, admiral Chester Nimitz. World War II had ended and he and James Forrestal, the Secretary of the Navy desired to keep naval aviation in the public eye. The commander of the Naval Air Advanced Training Command at

MAS Jacksonville selected Lt. Commander Roy "Butch" Voris, an ace with nine victories as team captain. Voris selected the pilots and ground staff and commenced practice in their Grumman F6F-5 Hellcats. According to legend, one of the pilots suggested the name "Blue Angels" after a New York night club.

The original shows featured mock battles with Japanese fighters attacking a Navy bomber escorted by the Hellcats. Their first show as the "Blue Angels" was staged in Omaha, Nebraska in late July of 1946.



The Hellcat

In August, they retired the Hellcats and adopted the Grumman F8F-1 Bearcat and flew four plane formations with a solo pilot. The next year, the team flew the iconic "diamond formation" and performed aerobatics as a four plane group.



The Bearcat

Jet aircraft, the Grumman F9F-2 Panther, and red and blue smoke became part of the show in 1949. The start of the Korean War in 1950 caused a one year hiatus in their schedule. The "Blues" were transferred to the aircraft carrier USS Princeton and sent to east Asia. But the team was reformed

at NAS Corpus Christi, Texas in 1951 and equipped with the F9F-5.



F9F-5 Panthers

For a very short time in 1952, the team flew two Chance Vought Cutlass, known as the "Ensign Eliminator." Even for the "Blues," the Cutlass was difficult aircraft to fly and maintain, became part a solo routine, were soon retired and the Panther came back. The tradition of a USMC pilot as a team member started shortly thereafter.



The Short-Lived F7U Cutlass

The "Blues" found a permanent home at Sherman Field in Pensacola in 1955. The Panthers were traded for the supersonic swept wing Grumman F9F-8 Cougar.



Grumman Cougar

A decade later the "Angels" were flying Grumman's F11F-1 Tiger, their first supersonic aircraft. Three fatal accidents occurred in two years and the Tigers were traded for the McDonnell F-4J Phantom II.



The Supersonic Tiger



"The Blues" association with the Grumman "cats" is terminated with the adoption of the McDonnell F-4J Phantom II.

The Phantom II found employment until 1973 when three fatal accidents, maintenance issues, and the Arab fuel embargo forced their retirement and a decision was made to fly the Douglas A-4 Skyhawk.



Heinemann's Hot Rod, the Douglas Skyhawk

The Skyhawk, a small and simple attack plane known as the "tinker toy" were modified with more powerful engines, enhanced control surfaces, and the addition of "smoke" tanks and a fuel system capable of 30 seconds of inverted flight. The team also became an official Navy squadron with its own integral maintenance, logistics, and administrative staff.

The "Blues" celebrated their 40th anniversary in 1986 and marked the occasion with a new aircraft, the McDonnell Douglas F/A-18 Hornet.



F/A-18s in Tight Formation

This year, their season starts in March and 37 shows are scheduled. Northeast United States residents can conveniently view them at Westover AFB on May 16-7 and at Quonset Point on May 30-31.

Good Situational Awareness at Both the Zenith and Nadir?

