



Missions for America

*Semper vigilans!
Semper volans!*

The Coastwatcher

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FRUIT SALE VOLUNTEERS NEEDED

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.

A second crew will be needed to man the distribution center.

CADET MEETING MINUTES

17 November, 2015

submitted by

C/CMSgt Daniel Hollingsworth

Outdoor Drill and drill testing was led by C/TSgt Drost, C/CMSgt deAndrade, and C/SSgt Sitz and. Indoor physical training followed with aerobics. push ups, sit ups, and sit and reach.

SENIOR MEETING MINUTES

17 November, 2015

submitted by

*Captain Philip Francis Queeg, Lt. Commander,
USN*

Majs Farley and Neilson conducted a training session based upon CAP's Mountain Fury course. Farley offered a synopsis of the on-line program: high altitude aircraft performance, tactics for mountain flying, mountain weather, and mountain search techniques. Maj Neilson, who has completed the classroom portion of the course provided commentary.

CADET BALL

The annual Cadet Ball was held at the U.S. Coast Guard Academy Officers Club. Lt Col John deAndrade and six TRCS cadets attended.



FAA SAFETY SEMINAR

On Saturday last, the FAA Safety Team and the Experimental Airport Association chapter at Skylark Airpark sponsored a two hour seminar on post-crash survival. Mike Ganis, former CTWG member and manger of Northstar Survival Solutions made the presentation. Ganis stated that the most important step in assuring post crash survival is pre-crash preparations and a focused state of mind.

Preparation includes filing a flight plan, the proper apparel such as layered wool garments, and a adequate emergency kit and emergency pack. The kit is worn to assure that it remains with the survivor.

The immediate steps required after a crash are treatment of injuries, construction of shelter, building a fire, and securing a supply of water. Ganis noted that hypothermia is a chief cause of death in what might be a survivable accident. This means that the survivor must know multiple ways of starting fires and constructing shelters. The use of a "space blanket" as a heat reflector rather than a "garment" was noted.

Ganis explained the protocols for dispatch of a rescue team and the problems search teams face in locating a wreck. The chance of spotting a lone person is low but a wreck leaves more apparent evidence. The advice is to stay with the wreck which might also serve a shelter and a source of materials, the phrase used was a "hardware store" for exploitation.

One of the most valuable pieces of equipment is a personal locator beacon with GPS capabilities. These are now available in the \$300 range which is cheaper than a lot of headsets.

As Ganis remarked, "Mother Nature is neither a friend nor an enemy. Mother Nature is neutral." Consequently, the key to survival is in the hands of the survivor. One should carefully select survival equipment and know how to use it.

AEROSPACE CURRENT EVENTS

Pilot's Bill of Rights2 Amended

The newest version of the Pilots Bill of Rights2 contains language more restrictive than the original version. This change was in response to

lobbying by the Air Line Pilots Association which objected to letting "medically unfit" airmen share their airspace.

The new bill, now in the Senate Transportation Committee, is a revision of the regulations under which Class III medicals are required. The amended bill will require an initial 3rd Class physical and a physical after ten years. The special issuance process will remain in effect for serious cardiac or neurological conditions. Additionally, private pilots will also be required to take an on-line course every two years and make a log book record of visits to their personal physicians during each four year period.

AEROSPACE HISTORY

Aerial Demonstration Teams

Part III

The Red Arrows and the Snowbirds

The Red Arrows



During the 1950-1960 period, the Royal Air Force was home to a prodigious number of aerobatic teams, some of which were officially recognized. The website for Aerobaticteams.net lists 18 RAF teams and five from the Fleet Air Arm (FAA). To name a few: the Cranwell Poachers, the Linton Gin, the Magistrates, and Tigers. Some of the teams had bird names: Firebirds, Red Pelicans, Falcons, the Macaws, and Skylarks. The FAA, not to be outdone had at least five teams: Sharks, Red Devils, Fred's Five, Rough Diamonds, and Simon's Circus.

*Fred Five, Fleet Air Arm flying DeHavilland Sea Vixens.
(Acrobaticteams.net)*



*With a notched delta wing and two engines mounted vertically, the supersonic English Electric Lightning was conceived as an interceptor.
(Acrobaticteams.net)*

Oh, and let us not forget the present day Blue Eagles, a helicopter team representing the Royal Army Helicopter Corps or the Sharks from the Royal Navy.

The RAF flew a wide range of aircraft, predominately the BAC Jet Provost or the Hawker Hunter but the Gloster Meteor and the supersonic English Electric Lightning. The FAA used Seahawks and Seavixens.



*The Yellowjacks flew the Folland Gnat which became the first aircraft adopted by the Red Arrows.
(Acrobaticteams.net)*



*The Jet Provosts of the Cranwell Poachers
(Acrobaticteams.net)*

Two sets of circumstances led to the demise of most of these teams. Great Britain's staggering World War II financial debt caused a weakened economy, unable to afford the luxury of so many teams. Additionally, the Ministry of Defence realized that the excessive practice in formation flying had led to a deterioration in the ability of many squadrons to perform their operational missions.

*The Black Arrows flew a formation of 22 Hawker Hunters in loop and roll maneuvers.
(Acrobaticteams.net)*



Consequently, the RAF mounted one team, the Red Arrows, starting in 1965. The "Arrows" flew 65 shows in six different countries using a six plane formation of Folland Gnats.



*Gloster Meteors, the only allied jet to see service in WWII were flown by the RAF Meteorites.
(Acrobaticteams.net)*



A Red Arrow Gnat

The next year, they added three more aircraft and adopted the "Diamond Nine," an exquisitely symmetrical formation which became their hallmark.

In 1980, the "Arrows retired the Gnats and performed with the BAC Hawk which are used to this day.



*Armstrong
Whitworth Siskin
IIIA
(Acrobaticteams.net)*

The first Canadian jet team was the eponymous Vampires who flew DeHavilland Vampires.



DeHavilland Vampires (Acrobaticteams.net)



The Red Arrow Hawks trailing smoke in their national colours perform at the Quonset Air Show.

The Navy was represented by the Grey Ghosts in McDonnell F2H Banshees.



*The Grey Ghosts
(Acrobaticteams.net)*

The Snowbirds



Our neighbors to the north experienced a similar early history as the United States and British teams, a run of independent or semi-official teams. Their first team was the Siskins in 1928 but was soon followed by about eight other teams such as the Prairie Pacific, Sky Lancers, and Easy Aces as well as the Navy's Grey Ghosts.

Canadair built F-86 Sabres were flown by the Sky Hawks and Sky Lancers.



Canadair Mk 5 Sabre in Skyhawk Livery



The Skylancers also flew the Sabre.
(Acrobaticteams.net)

Over time, budget cuts took their toll of the teams but in 1971, a competition among school children led to the adoption of the name Snowbirds for the prime team. Their official name is the 431 Air Demonstration Squadron of the Canadian Forces and was first used in 1978 and they perform in the Canadair CT-114 Tutor.



Their graceful nine plane formations are eminently viewable due to the low power of the Tutors. Often flown to a musical score, the Snowbirds are quieter than the more muscular jets of the U.S. teams and they perform in a relatively smaller "box."



The team is one of the smallest and most economical of the major air demonstration teams. They still fly the Tutor which was retired from basic training duties in 1999. A replacement aircraft is planned but its anticipated date of

acceptance in ten years from now.



The team "owns" 11 aircraft, manned by ten pilots, three administrative personnel, and serviced by a ground crew of 10. They also fly without a support aircraft.

Their graceful nine plane formations are eminently viewable due to the low power of the Tutors. Often flown to a musical score, the Snowbirds are quieter than the more muscular jets of the U.S. teams and they perform in a smaller "box" which lends itself to easy observation.

SUPPORT AIRCRAFT OF THE AERIAL DEMONSTRATION TEAMS

The Thunderbirds, Blue Angels, and Red Arrows travel with support aircraft to accommodate their administrative logistic personnel and equipment. Today, the USAF and Red Arrows uses a Boeing C-17 Globemaster or C-130 borrowed from a transport unit. In the past, the USAF had a number of dedicated support aircraft.



The Fairchild C-123 Provider was an early Thunderbird support aircraft.



The Douglas C-54 Skymaster and the Provider were both used together.
(Acrobaticteams.net)

Research indicates a wider range of aircraft for the Blue Angels than could be found for the Thunderbirds.

Early on they used a variety of aircraft. Three of World War II vintage. An improved version of the Douglas C-47, the storied 'Gooney Bird,' was one of the earliest.



The Gooney Bird in maritime service garb was known as the R4D-8.



A hero of the Hump airlift, the Curtiss C-46 Commando was known in the Navy and the R5C.
(Photo Credit: Bob Garrard)

Later, the Lockheed C-121 Constellation served the needs of the Blue Angels.



Carrying the now traditional Blue Angel colors, this transport sports the tail number indicating it is aircraft eight in the Blue Angel retinue.
(Acrobaticteams.net)

Today, the "Blues" utilize a version of the Lockheed C-130 Hercules, familiarly known as "Fat Albert."



A retired TC-130G sits on display at the Museum of US Naval Aviation in Pensacola, Florida.



A C-130T in forty five degree climb using eight 1,000 lb thrust JATO bottles. The spectacular display is now en passant due to the depletion of the supply of JATO units. (USN photo credit)