



Missions for
America
*Semper
vigilans!*
Semper volans!

Introductory Communications User Training was offered.

**C/2d LT DEANDRE EARNS PRIVATE
PILOT CERTIFICATE**

The Coastwatcher

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

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Editor

Issue 10.27

06 September, 2016

CADET MEETING

06 September, 2016

An "open house" was held to inform prospective cadets and parents about the CAP program. This was followed by safety briefing on hurricane preparation. The meeting concluded with a planning session discussing progression on squadron goals, the phone tree, and next weeks events.

SENIOR MEETINGS

06 September, 2016.

Maj Farley discussed the current status of the Subordinate Unit Inspection reports.



ANNUAL CITRUS FRUIT FUNDRAISER



**I WANT YOU
TO FIGHT SCURVY**

We are in the final stages of setting up our annual fundraiser. This is an important event for the Squadron. Last year we sold 272 cases of fruit but 204 of them (75%) were sold by seven seniors (13% of the Squadron). We need a better turn out this year and the leadership will be discussing how we might remedy this situation.

| September 2016 | | | | | | |
|-----------------------|-----|---------------|-----|-----|-----|----------------------|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| Fruit Sale - Kick Off | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 SUI upload due |
| 11 | 12 | 13 CC CALL | 14 | 15 | 16 | 17 |
| 18 OFlight | 19 | 20 SUI | 21 | 22 | 23 | 24 LISP |
| 25 LISP | 26 | 27 G1000 | 28 | 29 | 30 | |

| October 2016 | | | | | | |
|--------------|------------|-----------------------------|-----|-----|-----|------------------|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| 1/2 | 3 | 4 | 5 | 6 | 7 | 8 Groton Fair |
| CI Month | 10 Col Day | 11 CC CALL | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 ST WD |
| 23 OFlight | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 Hlwn | Sell Sell Fruit Sale | | | | |

| November 2016 | | | | | | |
|---------------|-----|-----------------------|-----|------------|-------------|-----------------|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| Fruit Sale | | 1 | 2 | 3 ELKS | 4 | 5 Cadet Ball |
| 6 | 7 | 8 Election CC CALL | 9 | 10 | 11 Veterans | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 OFlight | 21 | 22 No Mtg | 23 | 24 Thksgvg | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

| December 2016 | | | | | | |
|---------------|-----|---------------------|-----|-----|-----|------------|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 CC CALL | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 Holiday Party | 14 | 15 | 16 | 17 Oflight |
| 18 | 19 | 20 No Meeting | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 No Meeting | 28 | 29 | 30 | 31 |

| Respect | | |
|---------|-------------------------------------|--|
| Date | Senior | Cadets |
| 3 | | |
| 6 | Planning-Staff/ SUI Upload complete | Cadet Staff Mtg, Testing, Admin (civies) |
| 10 | | |
| 13 | Commanders Call/Clean up SUI | Drill, Insp, Sfty, CD, Lead, Promo (Blues) |
| 18 | Oflights | |
| 18 | | |
| 20 | SUI, POC Farley (Blue) | Drill, ICUT (3) DDR (BDU) |
| 24 | | |
| 27 | G100 training - Neilson | PT, DDR, Guest Speaker |

| Excellence | | |
|------------|-------------------|---|
| Date | Senior | Cadets |
| 4 | Staff Mtg | Staff Mtg, Program Development (civ) |
| 11 | Commanders Call | Drill, CD, Flight Time, Promotions (Blue) |
| 18 | AE - AEO Rocketto | PT, DDR, Guest Speaker (PT) |
| 25 | ES - AP | Drill, leadership, guest speaker (BDU) |

| Integrity | | |
|-----------|-----------------|---|
| Date | Senior | Cadets |
| 1 | Staff Mtg | Staff Mtg |
| 3 | | Elks |
| 5 | | Cadet Ball- Formal |
| 8 | Commanders Call | No School; No Cadet Meeting |
| 11 | | |
| 15 | | Drill, Guest Speaker, Promotions (blue) |
| 22 | | No Mtg |
| 29 | LISP | PT, DDR, Flight Time (PT) |

| Volunteer Service | | |
|-------------------|---------------------|--------|
| Date | Senior | Cadets |
| 2 | Planning: Staff Mtg | |
| 16 | | |
| 23 | | |
| 30 | | |

CURRENT EVENTS

CAP's Donated Aircraft

During World War II, the United States gave tens of thousands of aircraft to our Allies. The Soviet Union alone received around 20,000! A few aircraft were transferred to the United States by Great Britain, notably the DeHavilland Mosquito and the Supermarine Spitfire. Since World War II, a number of foreign designs have been accepted by the U.S. forces, generally built under license to U.S. specifications. Among these aircraft are the Martin B-57 Canberra, the McDonnell-Douglas AV-8 Harrier and T-45 Goshawk, and Eurocopter's HU-65 Dolphin.

CAP has been and will be the beneficiary of donations from the USAF. The Czech LER-23 Super Blanik (TG-10) gliders were largess from the Air Force Academy when they were replaced. The Academy training program now flies the DG Flugzeugbau DG-1000, known as the TG-16. Interestingly, the Super Blaniks were purchased from the Russian Air Force which used them in their flight training program.

CAP has also flown the DeHavilland of Canada DHC-2 Beaver and the DHC-3 Otter. But a most unusual transfer is now underway. The Afghan Air Force has declared six Cessna 206 Turbo Skylanes surplus. They have been acquired by the USAF which has transferred them to CAP registration. At this time, the aircraft are going to be sent to Cessna in Wichita to prepare the for service.

AVIATION HISTORY

Attack Aircraft Part IV Foreign Turbojets

Previous editions have carried articles on propeller driven, turboprop, and U.S turbojet attack aircraft.

The definition of an attack aircraft is vague. The foremost operator in the past, the United States, designated them with a "A" prefix such as the A-20 Havoc and the A-1 Skyraider. However, today, the shrinkage of the cost of modern aircraft and the shrinkage of defensive budgets has led to a much reduced inventory of warplanes in the air forces of the world.

Warplane are now multi-role. The C-130, putatively a cargo plane is used for ground attack. As fighters grow older and are replaced by more capable air-superiority aircraft, they revert to the fighter-bomber role. Witness the Republic F-84 Thunderjet. Conceived as a day fighter, it was, in Korea, superseded by the F-86 Sabre and found a second life as an effective ground support and interdiction aircraft.

So discriminating between attack aircraft, also called strike aircraft, and other designations is problematic. Nonetheless, here are some examples of foreign designed turbojet strike aircraft which have adopted by other nations.

Our British cousins have a long tradition in the use of attack aircraft, an important tool in their past colonial wars.

The Blackburn Buccaneer

The



Blackburn S2B Buccaneer was a Royal Navy (RN) carrier aircraft intended for use in an anti-shipping role to meet the threat of a burgeoning Soviet fleet. Scheduled for replacement by the advanced British Aircraft Corporation (BAC) TSR and then by the General Dynamics F-111K,

both cancelled, the RN Buccaneers retired in favor of BAC's SeaHarrier. The Buccaneers became Hand-me downs and reverted to use by the Royal Air Force, a junior service.

Buccaneers saw combat service in the 1991 Gulf War mainly as target designators for the other attack aircraft. The South African Air Force also employed the Buccaneer, originally as a nuclear bomber but later for ground attack in its border war with Angola.

British Aerospace SeaHarrier and Harrier



(Credit: Andrew P. Clark)

The SeaHarriers ability to manage short and vertical take-offs and landings proved priceless during the Falkland's War between Great Britain and Argentina. The SeaHarrier was the only fixed winged defense for the British maritime forces but also delivered munitions for tactical support. RAF Harriers were hastily “navalized” and functioned in the close support role. The Harriers have all been retired and the airframes and spare parts sold to the USMC. The long awaited Lockheed-Martin F-35 is scheduled to replace them.

Panavia Tornado IDS



A

consortium of British, German, and Italian manufacturers contributed to develop three versions of the Tornado: an interceptor, a reconnaissance model, and the IDS (interdictor strike) attack aircraft. The Saudi Arabians as well as the three European partners all operate Tornados and they have seen extensive service in Southwest Asia.

BAC Strikemaster



Royal Saudi Air Force Strikemaster

The Strikemaster lacks the glamour of the previously mentioned British attack aircraft. It was developed from the Hunting Jet Provost, training aircraft. About a dozen nations operate or have operated the Strikemaster and its combat record included operations in Oman, Yemen, and Ecuador. Its simplicity makes it a natural for unsophisticated nations facing insurgencies or e wars but most often, the Strikemaster functions as a trainer.

Fiat G.91

The



G.91 was evaluated by the US Army in another one of its attempts to form an armed fixed wing capability. As usual, the USAF resisted and was victorious.

The G.91 was a NATO inspired design which called for a lightweight, simple attack aircraft. It has the performance which allows it to operate from rough short fields and can be accompanied by specialized maintenance and support equipment specifically designed to service the aircraft.

Italy, Germany, and Portugal adopted the G.91 and some two dozen variants were produced over 47 years of operational service. The Portuguese made extensive use of the aircraft as it attempted to retain its African colonies. It was employed in Portuguese Guinea, Mozambique, and Angola.

Dassault-Dornier Alpha Jet



Germany replaced its G.91s with the Alpha Jet which served as a light attack aircraft. The French used it as a weapons trainer. Its two SNECMA turbines provide 6,000 pounds of thrust, adequate to allow a payload equal to its take-off weight.

Twelve air forces have adopted the Alpha Jet and Canada and the United Kingdom are homes to private companies which support the military. The French Air Force's *Patrouille de France* and several civilian demonstration teams also fly the aircraft and some are in private ownership.

The African nation of Nigeria and a West African peace keeping force used the Alpha Jet in combat operations. Nigeria suppressed a revolution and Boko Harum terrorists and the Royal Moroccan Air Force Alphas flew in the Western Sahara against Polisario secessionists.

Dassault Étendard IVM and Super Étendard



The Étendard family was a French contribution to the carrier-borne strike aircraft genre. The *Super Étendard IVM* was sub-sonic and equipped with foldable swept wing. Its design led to the more capable Dassault-Breguet *Super Étendard* which was selected over the Sepecat Jaguar, Douglas A-4, and Vought A-7.

The “Super” had an improved wing and a bigger engine which produced about 2,000 pounds more thrust but more importantly, it was armed with the Aérospatiale AM-39 Exocet missile and the necessary fire control electronics for its effective use.

France used the “Super” in campaigns in Syria, Libya, Afghanistan, and Iraq as part of United Nations peacekeeping forces. France loaned five of them to Iraq which used them in an anti-shiping role during its war with Iran.

When the United States, protesting Argentina's internal suppression, refused to provide support for Argentina's fleet of Douglas A-4s, the Argentinians turned to France and purchased Super Étendards and Exocets to equip their sole aircraft carrier. When the Falkland War broke out between Argentina and Great Britain, the Super Étendards were operated from shore bases in action against the invasion fleet. They had only five Exocets but sank the destroyer *HMS Sheffield* and supply ship *Atlantic Conveyor*. The loss of the *Atlantic Conveyor* was particularly damaging since it carried 10 helicopters needed

by the Royal Army for troop transport.

The “Super” is still in Argentine service but sit dormant due to a lack of replacement parts.

Israel Aircraft Industries C-7 Kfir



The French supplied many of the aircraft Used by the Israeli Air Force one of which was the Mirage IIICJ which achieved an enviable shoot-down record against Egypt, Syria and Jordan. In 1967, after the Six-Day War, France embargoed Israel and cut off its supply of war materials. Israel then upgraded its Mirage inventory, primarily with U.S. engines and home-grown electronics and an unlicensed version called the Nesher was produced. IAI then improved the Nesher and the result was the Kfir, designed as an air-superiority fighter but relegated to ground attack duties when Israel received the F-15.

Kfir's have been exported to the South American nations of Ecuador and Columbia and to Sri Lanka, formerly Cylon. Ecuador flew combat mission in one of its perennial border wars with Peru.

Twenty-five Kfirs were leased to the US Navy (12) and Marine Corps (13) for use in dissimilar air combat training. They were designated as the F-21A but have since been replaced by the Northrop F-5E tiger.

Sud-Ouest Aviation Vantour



The twin engine, single seat Vantour was envisioned for three roles: bomber, interceptor, and strike aircraft. It could carry a variety of bombs in its internal bomb bay and on four wing pylons

As might be expected, its lack of performance and advanced electronics caused the French *Armée de l'air* to relegate it to second-line service.

But the Israeli's, desperate for planes bought 28 Vantours. The inadequacies of the Vantour were minimized by the particular combat conditions in which the Israeli's employed it. One scored an aerial Victor against an Iraqi fighter but over its length of service, more than half the force were lost.

Sukhoi SU-24 Fencer



(Credit: TAR-TASS)

The Fencer is an all-weather attack plane which has been employed in seven different air forces. Around 1,400 have been built most of which have flown for the Russian Air Force.

The design is swing-wing and a contemporary of the U.S. General Dynamics F-111 Aardvark. Both are Mach Two aircraft with similar payloads. However, twice the number of Fencers have been built than the Aardvark.

Six nations have used the Fencer it about a dozen different conflicts, generally as attack aircraft but sometimes for reconnaissance or electronic intelligence forays.

Sukhoi Su-25 Frogfoot



Frogfoot carrying Georgian Colors
(Credit: Marcus Fulber)

Intended as a close air support aircraft, the Frogfoot is the equivalent of the U.S. A-10 “Warthog.” Both are single seat, twin engine, subsonic with eleven hard points capable of carrying a wide range of bombs, missiles, or

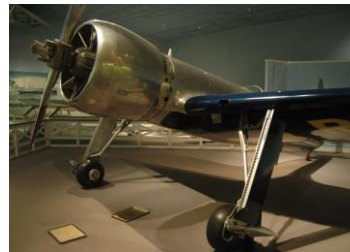
auxiliary fuel tanks. The “Warthog carries 1,200 rounds for its 30 mm cannon which can fire 4,000 rounds per minute. The Frogfoot also carries a 30 mm cannon but only carries 250 rounds for its gun with a rate of fire of 1,200 rounds per minute.

Almost 30 different nations have been supplied with the SU-25 and they have seen combat in a dozen different conflicts. The United States is the only operator of the A-10 and it has had combat roles in Libya, the Balkans, and Southwest Asia.

AVIATION CHRONOLOGY

13 SEP, 1935-Howard Hughes sets a new speed record in the revolutionary H-1.

Ultra-



streamlined H-1 at NASM-Mall

14 SEP 1944-First scientific data collection flight into eye of hurricane made in Douglas A-20 Havoc. Col Floyd Wood, Lt Col Harry Wexler, and Lt Frank Reckord manned the aircraft.

15 SEP, 1930-The first of several attempts to moor a blimp to the mast atop the Empire State Building fails.

16 SEP, 1919-Off Fishers Island, NY, an aircraft establishes radio communication with a submarine for the first time.

17 SEP, 1959-A. Scott Crossfield, legendary test pilot and CAP icon, pilots North American X-15 on the first of its 199 flights at Edwards AFB.

18 SEP, 1913-First flight of the Avro 504.

