



Mission for America

Semper vigilans!
Semper volans!

The Coastwatcher

Newsletter of the Thames River Composite
Squadron

GON
Connecticut Wing
Civil Air Patrol

<http://cap-ct075.com/default.aspx>

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SCHEDULE OF COMING EVENTS

April

- 11 APR-Rifle Practice-Quaker Hill R&G Club
- 12-18 APR-RIWG Encampment
- 13-17 APR-Washington, DC Trip
- 14 APR-Sr./G1000
Cadet/Moral Leadership
- 18 APR-CSRRA High Power Rifle Clinic
- 18-19-TRCS Orientation Flights
- 19 APR-Rifle Practice-Quaker Hill R&G Club
- 21 APR-Sr./G1000
Cadet/Module 2 (Part 2)
- 28 APR-Sr./G1000
Cadet/Emergency Services

FOR FUTURE PLANNING

- 01MAY-DEADLINE for Westover ARB Signup
- 2-3 MAY-Danielson Bivouac
- 2 -3 MAY-Rifle Practice-Quaker Hill R&G Club
- 09 MAY-Wing Rifle Competition
- 16 MAY-Westover Trip

- 20 JUN-Rocketry Contest
- 27-28 JUN-RING Air Show-Quonset, RI
- 4-11 JUL-CTWG Cadet Encampment
- 10-18 JUL-NER Staff College
- 19-30 JUL-NER Cadet Academy
- 16-17 OCT-CTWG Conference and Cadet Ball

CADET MEETING MINUTES

07 APRIL, 2009

C/2Lt Jonathan Scannell called the Squadron to order and conducted the opening ceremonies.

Maj Bourque led the Cadets in our first outdoor physical training testing of the new year.

After returning from PT, the Cadets joined the Senior members for a lecture on fundamental air crew survival strategy.

O FLIGHT

Last weekend's Orientation Flights were cancelled due to high winds and turbulence.

SQUADRON COMMANDER'S CALL

Col Kinch called the meeting to order and then briefed the members on the salient points discussed at last week's Wing Commander's Call.

The Wing announced that money has been allocated for both the Long Island Sound Patrol and ETHOS flights. LISP will commence on 1 May and run to the end of September with 77 sorties planned. ETHOS, a Homeland Security Mission, will consist of training and operations with slow scan and digital photography and imagery transmission using the Satellite Digital Information System.

Academic SAR training will be held at Brainard on 18 April and 26 April under the direction of Lt Egan of the Royal Charter Composite Squadron.

The CT Cadet Encampment will be held at Camp Rell from 4 July to 11 July. Tactical Officers are needed and you may apply by filling out the appropriate documents located on the CTWG website. A "pre-encampment" will be held on 13-14 June for prospective Cadets with the purpose of providing a short orientation and familiarization about encampment activities.

Officers who might be out of town or will not be available for SAR activities for other reasons should notify Col Kinch.

Orientation Flight Pilots were informed that the CAPF 104 is no longer needed for O Flights but that the Form 60B and fuel slips must still be executed and delivered to Col Sturges at Wing HQ.

Ye Olde Squadron Supply Shoppe has the following items offered for sale. DeLorme's *CT/RI Atlases* at a substantial saving for \$13.50 and Squadron hats and T-shirts at \$10 each.\

Col Kinch and Capt Noniewicz, our Safety Officer, delivered a report on the improvements which are now underway on the northern end of Taxiway Charlie at GON. The project will continue through the summer and in stages, southward. Pilots are cautioned to beware of narrow taxiways, detours, construction equipment, and taxiway debris.

National HQ has a video lesson posted on the internet and all personnel involved in ground handling of aircraft, air crews, and operations supervisors must view it and take the accompanying test by 30 September. This training is available on eServices under the CAP Utilities-CAP Multimedia application on the left hand side of the page. *Caveat:* The test score is not automatically entered on your record. Print out the proof of successful completion and bring it to Col Kinch so that it can be entered into your records.

Members are also reminded to complete the "Equal Opportunities" course.

The improvement in the weather means that we will schedule a maintenance workday for necessary repairs on our facilities. Dates will be forthcoming.

Col Wisehart stated that the annual IG audit inspection will come due in November. All staff officers with Squadron responsibilities will draft a hard copy of their reports by 01 September. Copies of last year's reports are available from Lt Lintelmann.

Commander's Call adjourned and the Cadets joined the Seniors for an illuminating discussion about planning for survival in case of a forced off airport landing.

PLANNING FOR SURVIVAL

Col Thomas Petry, a member of the Gateway Senior Squadron, St. Louis, Missouri whose work with The Pfizer Corporation often brings him to our area offered an illustrated presentation to our Officers and Cadets on the strategic planning necessary for air crew land survival. His use of several anecdotes based upon incidents which occurred in the Michigan area added value to the lecture.

First, consider what you must have aboard the aircraft and secure those items. A flight plan and or flight following and personnel who know your routing and time schedule are keys to your recovery in case of disaster.

Second, dress for the environment in which you might be marooned. If the crash occurs, the use of a sleeping bag or some other cushioning materials ought be utilized pre-impact to protect your body from the yoke and panel.

After impact, the first priority is medical. Remove all personnel from the aircraft in case of fire and treat all life threatening injuries. A careful assessment of injuries must be made since sometimes, a serious injury such as a concussion might not manifest itself until later. This demands vigilance over a longer period of time than the immediate post-crash period. Col Petry and some Squadron members agreed that many first aid kits pander to minor injuries which can go unattended. Compression bandages are one item which he considers a necessity.

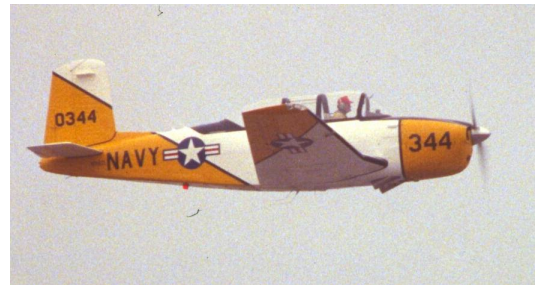
Stay with the aircraft and utilize it for survival. If there is no danger of fire, it will provide materials which might protect you from the elements such as seat cushioning or assist in signal fires such as engine oil. It is also a lot easier to spot a downed aircraft and its crew than a few wandering survivors in the wilderness.

Contact with rescuers is paramount. Does the aircraft radio work? Did the ELT activate? Do you have a fully charged cell phone? What about a signal mirror, flares, marker dyes, and the all important whistle.

Of course, materials must match the environment in which you might crash and it should be readily accessible, preferably on your person since you might have to abandon the aircraft without taking the equipment stored in a baggage compartment.

Some additional equipment items were suggested. These included a personal rescue beacon, folding saw, sharp knife or multi-tool, survival blanket, watch cap, survival manual, survival candle, matches, and for the all important water, purification tablets, at least two zip lock bags, and a pre-cleaned sponge to gather water in the form of dew or from rain coated plants.

We have no photo of Col Petry so, as a substitute, we offer a photo of his favorite type of aircraft.



Beech T-34 Mentor