



Missions 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>

S. Rocketto, Editor  
srocketto@aquilasys.com

Vol. III No. 44

11 December, 2009

### SCHEDULE OF COMING EVENTS

13-14 DEC-Geminid Meteor Shower (see article)  
15 DEC-TRCS SUI Inspection/IG Visit  
22 DEC-Squadron Holiday Party  
29 DEC-NO MEETING

### FOR FUTURE PLANNING

08 JAN-LEDYARD A/S FESTIVAL  
22-29 JAN-Danielson Bivouac  
27-28 FEB-CLC Course  
27-28 MAR-UCC Course  
Spring-SLS Course

### CADET MEETING MINUTES

*08 December 2009*

The Cadets engaged in a Character Development seminar with the theme, "Justice Without Punishment." Lt Wojtcuk introduced them to the topic and then allowed the seminar to proceed in the customary fashion.

Cadet Alexis Wojtcuk presented her Armstrong Achievement Essay to the evaluators and delivered a five minute speech on the topic in which she described leadership mistakes which she saw or witnessed and what she learned from them.



*Cadet Lexie Wojtcuk*

Cadet Abigail Wojtcuk did likewise but her essay and speech focused on why America's aerospace airpower is vital to national defense.



*Cadet Abigail Wojtcuk*

### SENIOR PROFESSIONAL DEVELOPMENT

The following Officers achieved CAP mission and professional levels

LtCol Doucette-Skills Evaluator Trainer  
ES 116-SMs Bergey, Mode, Looney  
Level I-SMs Bergey, Mode, Dell'Orco

## CURRENT EVENTS

### GEMINID METEOR SHOWER 14 DEC, 2009

The annual Geminid Meteor Shower will peak just after midnight on Monday, 14 December. A meteor shower occurs when the orbit of the debris stream of a comet intercepts the orbit of the earth.

The Geminid meteors will be visible all through the night but will peak around local midnight since at that time, the longitude at which the observer is located will be on the "front" side of the earth, the side which is sweeping into the debris field.

The night is a new moon so if the weather is cooperative, you can expect to see peak falls of approximately 140 meteors per hour.

The meteors might be seen in any part of the sky but if one traces the paths back, they will all seem to intersect in the constellation of Gemini. This point is called the radiant of the shower. Each of the particles which make up debris stream are traveling in parallel tracks. The divergence from a radiant is due to perspective. One can liken it to the appearance of railroad tracks which are parallel but seem to converge in the distance.

### COMMANDER'S CALL

*08 December 2009*

Col Kinch reported on the status of 04E and the Wing requirement that we fly 24 hours per month to continue to have in based at GON

Col Kinch also announced that through the good offices of Capt Palys, Gortex jackets and pants may be issued to the membership. Officers and Cadets should contact Lt Miller and inform him of the sizes which you need. Lt Miller has sent out an email to the membership with an attached sizing chart.

Capt Noniewicz opened a discussion about the 2010 training schedule. He reviewed the Squadron goals and then turned the meeting over to Lt Farley.

Lt Farley reviewed the details of the Senior training schedule and the requirements for participation. Lt Farley then passed the gavel to Maj Rocketto.

Maj Rocketto explained the plans for the Cadet program and covered some of the special Aerospace Education activities which we are considering.

During the training schedule explanations, the floor was open for a general discussion and specific questions and suggestions by the attendees.

Col Kinch reminded the Squadron that Col Stidsen, the Inspector General, and his staff will visit our Squadron next week. Col Kinch explained the purpose of the visit and reminded everyone to be prepared to answer questions and submit additional documentation if required.

Maj Neilson presented a safety briefing on preparing for inflight emergencies with emphasis on loss of power on takeoff.

## HISTORY

*8 December, 1941 (Tokyo Time)*

Admiral Chuichi Nagumo, Commanding Officer of the *Kido Butai*, the Imperial Japanese Navy strike force launched over 300 carrier borne bombers, torpedo planes, and fighters to attack the United States Naval Base, Pearl Harbor, Territory of Hawaii.

A simultaneous attack by land based aircraft from Formosa against U.S. bases in the Commonwealth of the Philippines was delayed for eight hours by ground fog. When the news of the Pearl Harbor

attack reached the Philippines, Maj. Gen. Lewis H. Brereton, Commander, U.S. Far East Air Force urged an immediate response against the known concentration of aircraft on Formosa. General Douglas MacArthur, Commander of US Armed Forces in the Far East, denied permission and eight hours later, Japanese Navy and Army aircraft struck Clark Field destroying a large portion of US aircraft on the ground and gained air dominance for the coming invasion of the Philippine Islands.

#### 8 December, 1965 (US Standard Time)

Commercial service with the Douglas DC-9 is inaugurated by Delta Airlines. (1965). The DC-9 and its daughters is one of the most successful airliners in history, after Boeing's 737 and the Airbus A320.

Originally, Douglas entered into negotiations with Sud-Est to produce a version of their aft engined Caravelle but arrangements to do so were never consummated.



*A LAN-Chile Caravelle Bound for Punta Arenas.*

Consequently, Douglas initiated plans to build a new short and medium range jet airliner. The choice of rear engines brought some advantages to the design. The wing was clean and control surfaces such as ailerons, flaps, and slats could be employed along the full span. The higher mount

of the tail mounted engines reduced the chance of foreign object ingestion and allowed a lower fuselage which facilitated cargo loading. Centerline thrust improves controllability in case of an engine power loss and noise in the cabin is reduced. However, the rear mounted engines force the designer to move the horizontal elements of the tail higher, sometimes resulting in a "T'-tail." This can result in possibilities of "deep stalls" in which the air flow over the empennage is blanked by the wings making recovery difficult if not impossible.

The DC-9 is interesting in that it has been manufactured under three different company names. Douglas Aircraft produced the original series. When Douglas was merged with McDonnell Aircraft, the McDonnell-Douglas appellation was applied resulting in the MD-80, and MD-90 series. sometimes referred to as "Mad Dogs" by crews. Finally, McDonnell-Douglas was absorbed by Boeing and the MD-95s now bear the designation Boeing 717.

The production run ended in 2006 when Midwest Airlines accepted the last aircraft, a Boeing 717 from the former Douglas facility in Santa Monica. With that delivery, the factory was shut down ending aircraft production in Southern California. The factory had been opened in 1941 as part of President Roosevelt's "Arsenal for Democracy" and over seven decades, produced 15,000 aircraft for the military and commercial interests.

The DC-9 series were powered by engines from three different manufacturers. The classic Pratt and Whitney JT8D was initially used and an improved variant was installed in the last production models. International Aero is a joint venture company based in Zurich Switzerland. Pratt, Rolls-Royce of Britain, MTU of Germany, and Kawasaki, Mitsubishi, and Ishikawajima of Japan all hold interest and supply the V2500 engine. BMW of Germany and Rolls-Royce supply a third engine, the BR715.

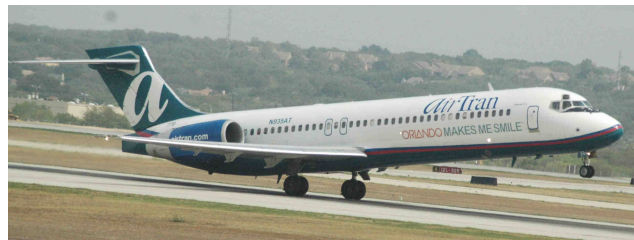
The 717 number was originally applied by Boeing to the aircraft that became the C-135 and KC-135 military variations of the prototype 367-80. The design was also the progenitor of the 707/720 series of commercial transports. This aircraft, the "Dash 80," now rests at the Udvar-Hazy Annex of the Smithsonian Institution's National Air and Space Museum, Dulles Airport.



*A Delta Airlines MD-88 Prepares for Takeoff. This Type is Flown by Our Own Delta Pilot, Maj John deAndrade.*



*DC-9 in ALM (Antilliaanse Luchtvaart Maatschappij) Dutch Antillian Airlines Livery.*



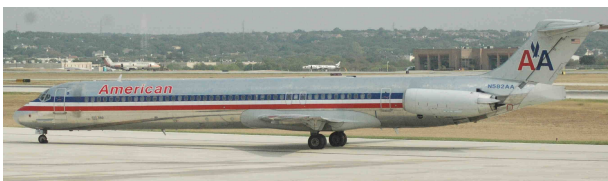
*An AirTran (formerly ValueJet) Boeing 717 at Rotation. This is the Latest Metamorphosis of the Douglas Classic DC-9 design. AirTran was the Launch Customer.*



*Military Version of the DC-9, the C-9A Nightingale, in MedEvac Colors. The Navy Variant, the C-9B Skytrain II, was often seen at GON transporting Polaris Submarine Blue and Gold Crews.*

### **THE ELECTRIC PICKLE**

Maj Rocketto was reminded about the importance of electricity to aircraft when he noted how many planes were being jump started during the recent cold spell. To explain so of the science of electricity and energy transformation, he demonstrated the "electric pickle" to the Cadets.



*An American Airlines MD-82 Taxiing in After Landing at San Antonio.*

Basically, 115 volt line current was run through a dill pickle. After a short wait, a sizzling is heard, a yellowish green glow is emitted from the pickle, condensation is observed and the odor of hot pickle is wafted through the air.



*Continental Airlines MD-83 on a Taxiway.*

The Cadets were challenged to name the various energy changes which occurred and to a discussion ensued about the nature of electricity and the measurements of its characteristics.

