

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

300 Tower Rd., Groton, CT
<http://ct075.org>



Cuartel General de La Escuadra Compuesta del
Rio Thames

S. Rocketto, Editor
srocketto@aquilasys.com

C/Maj Brendan Flynn, Reporter

Vol. VII, No. 04

30 January, 2013

SCHEDULE OF COMING EVENTS

05 FEB-TRCS Meeting
12 FEB-TRCS Meeting-Blues
16 FEB-USCGA Ship Trainer or O Flights
(tentative)
19 FEB-TRCS Meeting
23 FEB-TRCS SAREX (tentative 0800-1300)
23 FEB-PT at USCGA (1500-1700)
26 FEB-TRCS Meeting

16 MAR-O Flights (tentative)
23 MAR-PT at USCGA (0800-1000)
23 MAR-TRCS SAREX (tentative 1100-1700)
23 MAR-CTWG Cadet Competition
MAR-SLS-Camp Niantic

27 APR-PT at USCGA (0800-1000)
26-27 APR-CTWG Encampment Staff Training

10 MAY, 2013-Ledyard A/S Night (Friday)

7-8 JUN-CTWG Encampment Staff Training

09 JUL-CTWG KC-10 O Flight (Tuesday)

10 AUG to 17 AUG-CTWG Encampment

CADET MEETING

29 January, 2013

submitted by

C/Maj Brendan Flynn

C/TSgt Trotochaud and C/MSgt VanDevander talked to cadets about customs and courtesies.

Lt Ray informed cadets of the squadron cadet Facebook page: "Cadets CAP CT-075 Thames River Composite Squadron."

C/1Lt Daniels and Lt Gardiner talked to cadets about rocketry history. C/1Lt Daniels discussed the information found in the Redstone phase model rocketry chapter, and Lt Gardiner talked about modern U.S. Navy rockets to illustrate how far rocketry has come.

SAFETY DOWN DAY

The entire squadron gathered in the Cadet Meeting Hall for the mandatory "Safety Down Day" presentations.

Lt Dickenson organized the event and offered, *sans cire*, information of the Safety Management System. Maj Noniewicz detailed the Operational Risk Management evaluation procedures. Capt Wojtuck explained the importance of the Cadet Protection program.

SENIOR MEETING

29 January, 2013

Squadron Commander Noniewicz convened a planning meeting to establish dates for squadron activities in February and March. Col Kinch, Maj Rocketto, and Capts Farley and Wojtcuk attended.

After attending the safety presentations, senior members adjourned to their eyrie for training or administrative duties.

LtCols deAndrade and Doucette, Maj Rocketto, and 2d Lt Welch worked on details of the ICUT training program.

FRUIT SALE FINANCIAL HARVEST RESULTS

According to Capt Lintelmann, Squadron Finance Officer, the Annual Citrus Fruit Fund Raiser added over \$3,000 to the Squadron treasury. Over our five year history, this amount is a median value.

About 300 cases of fruit were sold. Seniors sales accounted for about 60% of the total. Sales by cadet parents were credited to the cadet sales total.

Top cadet fruit flogger was C/2sLt Brendan Schultz with 29 cases to his credit. Second place was a tie. C/1stLt Alexis Wojtcuk and C/TSgt Keith Trotochaud moved 19 cases each. These three cadets sold an amount equal to all the other cadets combined.



Chief Fruiter Rocketto Presents Lt Schultz with the Distinguished Orange Pendant for his sales performance.

Maj Rocketto led the seniors with 48 cases to his credit and SM Stuart Hanke sold 33 cases.

AEROSPACE CURRENT EVENTS

ANTARCTIC SEARCH ENDS

A DeHavilland DHC-6 Twin Otter which went missing during an Antarctic storm which clocked 100 mph winds has ended. The aircraft was found on the 13,000 foot level of Mt Elizabeth. The site is about halfway between the South Pole's Amundsen-Scott Station and McMurdo Station on Ross Island.



*A Kenn Borek Twatter on "The Ice."
(Credit: The Globe and Mail)*

The ELT was first detected by a C-130 but the beacon stopped transmitting some time later. A helicopter operated by Maritime New Zealand which was coordinating the search flew to the site but was unable to land. Reports indicated that the aircraft impacted on a steep slope and was likely non-survivable.



The ski-equipped LC-130s are operated by the New York Air National Guard's 109th Airlift Wing based in Schenectady.

The crew of three Canadians were employed by Kenn Borek Air, a Calgary based company with years of high latitude experience which has

over a dozen aircraft based in Antarctica this season. The National Science Foundation charters Kenn Borrek aircraft to support the Antarctic research mission and the craft was heading for the Italian station on Terra Nova Bay.

In 2001, Kenn Borek Air performed the first ever winter rescue from the South Pole when it evacuated Dr. Ron Shemanski who was suffering from a life threatening malady.

Helicopters finally reached the site four days later and recovered the cockpit voice recorder. They were unable to reach to cockpit which was buried in the snow. However, weather conditions have hampered the final recovery effort and may have to wait for the Antarctic summer in October.

DON'T BE FUELISH

Last week's crash of a Cirrus SR20 near Danbury Airport has been attributed to fuel exhaustion according to the preliminary report issued by the National Transportation Safety Board. The aircraft was in night VFR condition and intending to land when the engine quit. The pilot deployed the airplane recovery parachute and the aircraft descended into trees about three miles from the airport. The three occupants, one of them a flight instructor were unharmed. Investigators found no visible fuel in the tanks and drained 26 ounces from the system.



The ARP is draped over the trees and the severely damaged Cirrus rests on the ground below.

(Jason Rearick Photo)

Fuel exhaustion is a too common cause of accidents and not restricted to general aviation. In

1983, an Air Canada Boeing 767 successfully dead-sticked onto the Gimli Industrial Park Airport when both engines quit. Confusion between metric and English system measurement were was a contributing factor. Pounds were used to fuel the aircraft instead of kilograms resulting in a 50% reduction in the fuel on board.

The aircraft descended to a disused runway at the former RCAF base. Approaching high, a forward slip maneuver was used to lose altitude and the landing was made on an abandoned runway in use for various auto racing events. No one was seriously injured but the nose gear collapsed.

Captain Robert Pearson, a trained glider pilot, and First Officer Maurice Quintal pilots were awarded the first ever *Fédération Aéronautique Internationale* Diploma for Outstanding Airmanship. Pearson received a six month demotion, Quintal a two week suspension and the aircraft, C-GAUN, was repaired and returned to service. Eventually, it was retired to the "boneyard" at Mojave Airport.

In 1990, an Avianca 707, holding in fog at JFK ran out of fuel and crashed on Long Island, killing 76.

The military are not exempt. After maintenance problems, fuel exhaustion rates second as a cause of power loss.

Mali, West Africa was the site of the crash of a Bombardier DHC-8 operated by the 524th Special Operations Squadron. The crew and passengers suffered minor injuries but the aircraft was totaled.

The aircraft commander passed up an opportunity to refuel at an intermediate stop and was forced to crash land in a field some 60 miles from his intended destination.

The USN once had a remarkable case of fuel exhaustion which rivals that of the “Gimli Glider”. Lt. Cmdr. Stuart Harrison was flying a Vought F-8E Crusader off the USS Shangri-La. The complex eight tank system in the Crusader had had a series of problems in transferring fuel and Harrison fell victim while over the Aegean Sea and some 30 miles from the ship. Whether he could make it back to the ship or not was problematic.

Harrison flew a controlled let-down from 30,000 feet as the deck crew struggled to move everything on the deck forward. He was an estimated 2/3 of a mile behind the carrier when his engine flamed out. Fortunately, his approach was a little high as was his airspeed. He touched down on the aft end of the ramp, traveled some 90 feet, and caught the number one wire! According to Rear Admiral Paul Gilchrist, USN (Ret.) who was his element leader and witnessed the first dead-stick jet carrier landing.



Vought F-8E Crusader , the “Last of the Gunfighters,” at Mirimar

And of course, let us not forget the Federal Aviation Agency. IN 1976, an FAA North American Aviation Sabreliner 40 ran out of fuel and ditched off the coast of Brazil.

Some pilots believe that the only time you have too much fuel on board is when you are on fire.

AEROSPACE HISTORY

NUMBER SIX IN THE SERIES ON DEFUNCT AIRLINES

Cambrian Airways

Cambrian Airways, along with BOAC and AirUK were the triad of companies which dominated the market in the British Isles during the last quarter of the twentieth century.

Cambrian started in Wales in 1935 flying Dehavilland Moths but suspended service during World War II. Within months of the cessation of hostilities, Cambrian resumed operations using an Auster Autocrat.



A Vickers Viscount of Cambrian Airways await servicing at London-Heathrow.

Gradually, the route structure widened to include England, the Channel Islands, and Paris. Route extensions reached the vacation spots in southern France and Spain but by 1976, the line ceased to exist when Cambria was merged in British Airways.

Dan-Air

Dan-Air was formed in 1953 when ship brokerage started a modest cargo and charter service from several small airports which served London.



The Avro York was a civil adaption of Roy Chadwick's remarkable Lancaster bomber. This Model 685 took part in the Berlin Airlift, displays Dan-Air livery and is now exhibited at Duxford. After service and before restoration, this aircraft was stored at Lasham Airfield and used as a bunk house for Air Cadets, the British counterpart of our Civil Air Patrol Cadet Program!

Seven years later, they established their primary base at Gatwick and established scheduled service and acquired Dehavilland Comet 4s and BAC 1-11 jets. They were the first British airline to operate the Boeing 727.

The route structure expanded and a continental base was set up at Berlin's Tegel Airport. By the mid-70s, they were the largest British independent airline and had an international route structure.

The Scottish oil boom led to contracts transporting workers from Scotland to the Shetland Islands.

But by the 1990s, their aging fleet of less efficient aircraft and a moribund management led to their sale to British Airways.

Scottish Airways Ltd.

From 1923 to 1947, a large joint stock corporation, London-Midland and Scottish (LMS) operated a gaggle of small airlines in Great Britain.

Scottish Airways was formed in 1937 in a merger of Highland Airways Ltd. and Northern & Scottish Airlines. The airline rates were kept high so as not to draw revenue away from the rail lines but they served to link the various railway

networks and carried passengers willing to pay a premium for faster service.



The Dehavilland DH-89 Dragon Rapide short haul airliner was a mainstay of the many small companies which served the many small island airports of Great Britain.

Scottish Airways was formed in 1937 in a merger of Highland Airways Ltd. and Northern & Scottish Airlines. Equal shares were held by LMS, British Airways, and Davide MacBrayne Ltd., a private shipping company operating vessels in the Hebrides.

In 1947, British European Airways took over ten small airlines, one of which was Scottish Airways, Ltd.

COMING ATTRACTIONS

A March issue will celebrate the anniversary of 53rd anniversary of the passage of the legislative act often called "Lend-Lease." About 75 different types of aircraft were transferred to foreign governments during World War II to aid in their battle against fascism. Here are the names which the British gave to some of their US aircraft. Can you supply the US name?

Canso
Martlet
Dakota
Harvard
Crane
Maryland
Kittyhawk
Tarpon
Boston