

JULY 2014

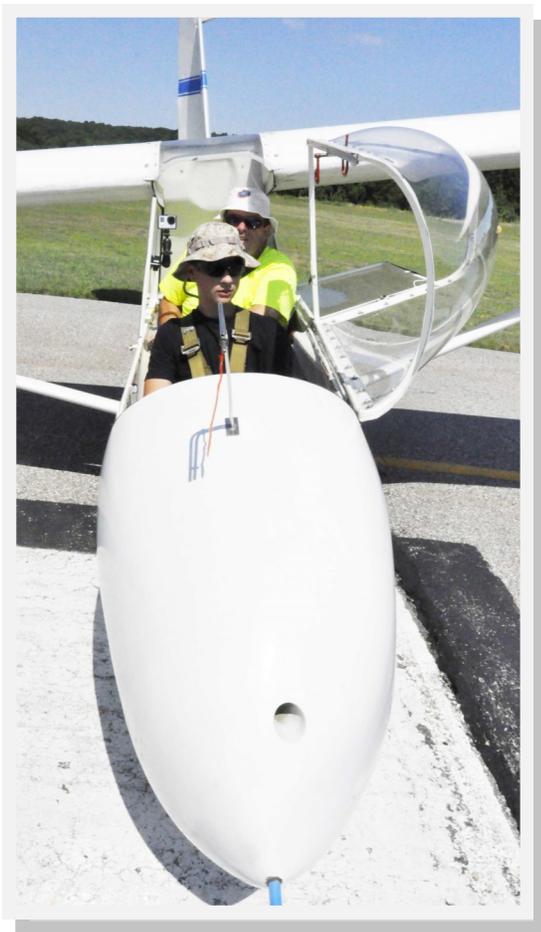
CIVIL AIR PATROL

MAGAZINE

LEADING EDGE

CONNECTICUT WING

Connecticut Wing and CT Soaring Association Partner for Flight



CTWVG/RIWVG Search Team Success

Cadets Visit MIT and USS Constitution

AEROSPACE EDUCATION – CADET PROGRAMS – EMERGENCY SERVICES

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**CONNECTICUT
WING COMMANDER**
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E X C E L L E N C E

Cover Photos

Lt. Col. Stephen Rocketto

C/SSgt James Dossantos (CT-011) is ready for flight with Captain Delp.

C/CMSgt Zachary Capron (CT-074) prepares for flight with Captain Delp.

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Citizens Serving Communities ...

Above and Beyond

Commander's Comments

Colonel Ken Chapman
Connecticut Wing Commander



July 11th, 2014 marked an historic day for Connecticut Wing. On that day, cadets flew glider orientation

flights in the State of Connecticut for the first time in over 15 years at the Danielson Airport (Danielson, CT). The glider orientation flights were made possible by an agreement with the Connecticut Soaring Association (CSA) that allows Civil Air Patrol to fly cadets using CSA's tow plane, CSA's tow pilot, CSA's glider and a glider orientation pilot who is a dual member of CAP/CSA. This has allowed Civil Air Patrol to establish cadet glider flights at Danielson much faster by leveraging the experience and commitment of the members of the CSA.

Although located in Connecticut, the cadet glider flights still fall under the Northeast Region glider program. This works out great, because the glider flights at Danielson will benefit from the vast glider experience and expertise that has been developed over many years in Northeast Region. Colonel Jim Linker and Colonel Dale Hardy, from the Northeast Region glider program, were at the Danielson Airport for the first glider flight to lend their assistance.

While there will only be a limited number of glider orientation flights this summer, I expect the number of cadet glider orientation flights to significantly increase next summer. For senior members interested in learning to fly gliders, I recommend joining CSA at the Danielson Airport. Pilots who are qualified as CFI-G or tow pilot may be eligible for a special membership in CSA that waives many of the costs of membership.

I would like to thank the many people who worked together to make cadet glider orientation flights in Connecticut a reality. Having cadets flying gliders over Connecticut again is a beautiful thing.



Colonel Ken Chapman
Connecticut Wing Commander
(Photo: CTWG PA File)



Connecticut Wing & CT Soaring Association Partner for Flight

*Lt. Col. Stephen Rocketto, Major Peter Milano
Public Affairs/CT001*

Connecticut Wing has entered a new phase in its service to youth by establishing a glider facility at Danielson Airport (Danielson, Connecticut) in cooperation with the Connecticut Soaring Association (CSA). The two organizations have signed a memorandum of understanding which allows their members to participate in both training and orientation flights for Civil Air Patrol cadets.

Cadet glider training was held on July 11 at Danielson Airport for the inaugural implementation of the agreement. The day's events were initiated by Colonel Dale Hardy (New Hampshire Wing), supervisor of flying for the day, and Colonel James Linker (Maine Wing), Director of the Northeast Region Glider Program.



C/CMSgt Zachary Capron (CT-074) (front) prepares for flight with glider instructor Captain Delp.
(Photo: Lt. Col. Stephen Rocketto)

Flights were conducted using a Schweizer 2-33 glider and a Piper Pawnee tow plane. After a safety briefing and explanation of the aircraft and its controls, cadets strapped into the glider cockpit and launched on a flight consisting of instruction in airmanship. Each cadet, on their first flight, was towed to 3,200 feet where the glider was released. Cadets then practiced straight and level flight and coordinated turns and learned how to interpret cockpit instruments under the tutelage of Civil Air Patrol Senior Member Daryl Smith (CT-074) who is also a Chief Instructor Pilot for CSA. Smith manned the last learning station with a second glider before cadets departed on their orientation flight. “At this station I walked cadets through pre-flight preparations, the proper way to get in and out of the glider, flight controls and their function, tow rope connections and pre-takeoff checklist items,” said Smith.

When not flying, cadets shadowed a CSA member and assisted in duties necessary to get

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(Continued from page 4, Connecticut Wing and CT Soaring Association Partner for Flight)

a glider aloft. They rotated through wing runner and tow plane “mirror” positions. Wing runners attach the tow rope, hold the wings level during the initial stages of the launch, and signal the tow plane when all is ready. The tow plane “mirror” stands in a position where he is visible to the tow plane pilot and repeats the signals sent from the wing runner. Joseph Koptonok, CSA President, explained that glider flying is a “community” activity and the need for help develops strong bonds of friendship among the participants.



C/Airman First Class Zachary Costa-Mello (CT-074) checks right as Captain Delp lands the glider.

(Photo: Lt. Col. Stephen Rocketto)

This was Connecticut Soaring Society's first combined operation with Civil Air Patrol. CSA provided all the equipment, aircraft and staffing in support of the CAP Orientation Flights. “At the end of the day CSA members involved in the operation held a short debriefing and all agreed that we were able to provide all of the elements CAP needed for their flights and that CAP fit very nicely into our operation. We all look forward to more combined CAP/CSA operations in the future,” said Daryl Smith (CAP/CSA).

Connecticut Wing Commander, Colonel Kenneth Chapman, stated his pleasure with how well the day went, from the weather to the “promising future of CSA and CAP cooperation which will bring new opportunities for Connecticut youth, both boys and girls, to engage in a challenging and rewarding activity.”

Cadets who had the opportunity to fly were C/Tech Sergeant Carson Hadley, C/Airman Jacob Waite, C/Chief Master Sergeant Zachary Capron, C/Airman First Class Zachary Costa-Mello, all from Danielson Cadet Squadron (CT-074), and C/Staff Sergeant James Dossantos from Waterbury Composite Squadron (CT-011).



Chief of Staff News

*Lieutenant Colonel Jim Ridley
Connecticut Wing Chief of Staff*

The summer got off to a great start this 4th of July weekend with a great turnout at the headquarters of the 399th Composite Squadron in Danbury, CT located at the Danbury Airport where the city conducts its annual Fourth of July fireworks display. On hand to witness this spectacular event were squadron members, family, friends and wing staff, including Connecticut Wing Commander Colonel Ken Chapman, finance officer Captain Joe Bisnov and myself. The night was filled with good food, barbeque style of course, games for the kids who attended and a fantastic fireworks display. Attending squadron meetings and events has been a great way for me to meet many of our wing members and I hope to make it out to see everyone's squadron before the year ends.

Last month the Air Force conducted an audit of our headquarters logistics and communications departments and on July 17 we were provided with the final report and I am pleased to say that the final grade Connecticut Wing received was "OUTSTANDING"! I am very proud of the wing staff who spearheaded this effort and produced phenomenal results and I wish to congratulate Lt. Col. Nick Brignola, 1st Lt. Jeff Jenkins and Captain Carol Whelan for all the hard work they put into the preparation for this audit and the amount of time they gave to ensure that Connecticut Wing shined bright in these critical areas. It is important to note that two of our squadrons, CT-074 and CT-075 were also audited in both areas and also came through with flying colors. Congratulations to all the commanders, logistics and communications officers who continue to make us proud.

The joint Connecticut Wing-Northeast Region Conference will be held on the weekend of October 17-19, 2014 at the Sheraton Hartford Bradley International Airport. The website for the conference along with registration information, costs, schedule of events, classes and conference session descriptions is scheduled to go LIVE the week of July 20. Please mark your calendars and plan to attend as this is going to be a great conference and will feature among its

(Continued on page 7)



(Continued from page 6, Chief of Staff News)

guest VIPs the CAP National Commander, Vice Commander and Mary Feik.

Finally, we are less than one month away from the start of the CTWG Encampment and I am happy to report we are doing well in the number of cadets and seniors we have on staff and the number of cadets applying for their first encampment. Registration ended days ago and the senior and cadet command staff is hard at work on the final preparations for the encampment which we are sure will be a success. Once again our graduation and pass-in-review will include the 102nd U.S. Army Band who will play all the ceremonial music on August 16, and we will have some great activities for the cadets including a visit to Stone Mountain's Leadership Reaction and Obstacle Course, Water Survival Systems and cadet orientation flights in our Cessna Aircraft to mention a few.

All squadron and wing staff members are encouraged to attend the graduation and cheer on our cadets – I hope to see you there.



SCHEDULE & TRAINING OPPORTUNITIES

Northeast Region Mission Aircrew School

August 8-10; Camp Niantic, Niantic, CT
August 15-17; Groton Airport, Groton, CT
See flyer on page [23](#) for details.

CTWG Basic Leadership Encampment

August 9-16; Niantic, CT
ctwg.cap.gov/2014-ctwg-encampment

SAREX

August 23; Hartford, CT

Cadet Ball

September 20 (tentative)
U.S. Coast Guard Academy

Commander's Call & CAC Meeting

October 1; Middletown, CT

Northeast Region Aerospace Education Officers Course

October 16-18
Bradley Airport, Windsor Locks, CT

Combined Connecticut Wing, Northeast Region Conference

October 17 to 19
Sheraton Hotel, Bradley Airport, CT
<http://ctwg.cap.gov/2014-ctwg-ner-conference>

Northeast Region Staff College

October 18 to 25
Joint Base McGuire/Dix/Lakehurst, NJ
<http://www.ner.cap.gov/nersc/>



CIVIL AIR PATROL
CITIZENS SERVING COMMUNITIES

Chaplain's Corner

Captain James Solomon, Chaplain/CT042

If We Aim at Nothing, We Will Hit It Every Time

An old married couple was sitting on their couch watching a show about debilitating illness

when the husband said, "Honey, if there ever comes a time that I am dependent on machines and bottled fluid, please quickly put an end to it." "No problem," the wife said, as she promptly got up, turned off the TV, and poured his beer down the drain!

One of CAP's core values is excellence. Excellence requires commitment to achieving one's goals by being responsible with one's duties each step of the way. It doesn't mean just sitting around, aiming at nothing and hitting it every time.

How much have you thought about your unique contribution, purpose, and place in this world? Where are you today in fulfilling your purpose(s)? Where do you need to be tomorrow? What are you doing to get there? Whose help and guidance might you solicit along the way? So often when we have a goal, we want to reach it as soon as possible. Yet, sometimes in trying to fulfill our purpose, we experience pain, discouraging us from further progress.

Most of the mornings I get up to go jogging, I don't feel like jogging. But my goal is to have a healthy body and to look as good as I can for my wife. Sometimes my feet, knees or legs start to hurt. Soon enough, my body adjusts and the pain is no longer there. Although I run 3 miles, I never try to run 3 miles. I run to that tree and just before I reach it, I aim at another tree, and then another until I'm finished. I don't jog 3 miles. I jog about 3 feet at a time!

I think it may be helpful to look at our lives this way. We often think that pain means we need to change our goal but sometimes a willingness to accept pain demonstrates our commitment to achieving that goal no matter what it takes, so that we can live our lives productively rather than regretfully. That is my wish and prayer for you.

Serving with you!



CTWG/RIWG Search Team Success

Lt. Col. Stephen Rocketto, Public Affairs/CT001



Thames River Composite Squadron (CT-075) teamed with Rhode Island Wing in an air and ground

search for an emergency locator transmitter (ELT). Lieutenant Colonel Rui Rodrigues served as Incident Commander (CT-001). Thames River Squadron commander Paul Noniewicz, Lt. Col. Rich Doucette and Lt. Col. Steve Rocketto departed Groton mid-afternoon on June 23 in pursuit of an ELT broadcasting on 406 MHz, heard near Newport, R.I. The 406 MHz beacon also transmits its latitude and longitude which the crew used to program the G1000 navigation unit in the aircraft.

A faint signal was picked up about 20 nautical miles west of Newport, RI. The 406 beacon differs from the old 121.5 MHz beacon in that it does not transmit continuously. Rather it sends a burst transmission every 50 seconds. The signal received by the aircraft faded in and out and was unusable. Major Noniewicz, monitoring 121.5 MHz on the number two radio picked up a moderately strong signal which seemed to be transmitted from the same position relative to the aircraft as the 406 signal. The crew switched the Becker direction finder to 121.5 and picked up a useful signal.

The signal appeared to be emitted from a highly built up section of Newport. The original coordinates programmed into the aircraft GPS led us directly to it. Unfortunately, the ground team picked up no transmission on their L-PER direction finder.

To confirm the location, Noniewicz, the mission pilot, circled a large building which turned out to be the Pell Elementary School. The Becker direction finder stabilized at 270 degrees relative to the aircraft during the left hand turns. The maneuver was interrupted at one point when Noniewicz took the aircraft south to provide clearance for skydivers at Newport State Airport.

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(Continued from page 9, CTWG/RIWG Search Team Success)

Using the *DeLorme Atlas*, the aircrew guided the ground team to the front of the school, but they could hear no signal. They were then instructed to circle the building and received the signal when at the rear of the structure.

The ground team then refined the bearing to the target and located a discarded marine emergency position-indicating radio beacon (EPIRB) under a pile of trash which was under the porch of a house across the street from the school. At that point, the aircraft was released and returned to Groton.

The use of direction finders to track signals is both a science and an art. Often the signals are reflected or blocked leading to false readings or no readings at all. The aircraft was probably in a position to receive the signal due to its position above the transmitter. The location of the ELT may have been such that the signal was blocked in one direction at ground level.

One unusual incident was noted. When switching the Becker between 121.5 and 406 MHz, a signal was heard on 243.0 MHz. This is the military distress frequency and it appeared to be emitted from the same source. The military frequency is the first harmonic of 121.5 and it may be possible that is why we received it. All radios broadcast harmonics and they are normally suppressed for obvious reasons. However, it is possible that the ELT tracked to Newport may have had an internal fault and allowed a receivable signal to be emitted on 243.0 or may also transmit on 243.0.



The uncovered EPIRB is the orange & yellow object in the upper right corner.

(Photo: Lt. Col. Rui Rodrigues)



Thames River Squadron Visits MIT and USS Constitution

*Lieutenant Colonel Stephen Rocketto
Aerospace Education Officer/CT001*

Cadets Chief Master Sergeant Keith Trotochaud, Senior Master Sergeant John Meers,

Tech Sergeant Virginia Poe and Airman Aubrey Crandall (CT-075) met Major Roy Bourque and Lieutenant Colonel Steve Rocketto at 0645 on Wednesday, July 9 and departed in the Squadron van for a day in Cambridge and Charlestown, Massachusetts.



Cadet Airman Aubrey Crandall and Cadet Tech Sergeant Virginia Poe inspect an axial flow turbine.

(Photo: Lt. Col. Rocketto)

Their first stop was at the Massachusetts Institute of Technology's Guggenheim Aeronautical Laboratory. MIT's Mr. William Litant met them and conducted them on a tour of some of the facilities. After a briefing on the history of aeronautical and astronautical engineering at Tech, they stopped in the “hangar” and viewed a number of notable turbine engines: a General Electric centrifugal flow J-31 used in the first US jet, the Bell

P-51, a Junkers Jumo 004 axial flow engine used on the Messerschmidt Me-262, the first operational jet fighter, and a modern CFM 56-3C by-pass turbine. They were also shown a number of UAVs designed by MIT students and examined Professor Mark Drela's man-powered hydrofoil, one of which holds the record for the fastest man-powered watercraft.

The last item viewed was the 1X1 wind tunnel, a small unit which is open to student use. One of the more interesting items studied were models of Boston building. The models were used to determine the effect of nearby structures on the wind loads which might be encountered.

The group then moved to the control room of the Wright Brothers Wind Tunnel. The

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(Continued from page 11, Thames River Squadron Visits MIT and USS Constitution)

subsonic device has been operational since 1938. The tunnel was currently in use and studying the stability of a Humvee in suspension, as might occur when one was being transported as a sling load by a helicopter.



C/Airman Aubrey Crandall and C/Keith Trotochaud (CT-075) in the control board for the Wright Wind Tunnel.

(Photo: Lt. Col. Rocketto)

The next stop was at the turbine facility in the Sloan Laboratory. Since it was summer, there was little research activity but lots of fascinating equipment was on view. Lunch at an MIT dining area was followed by a visit to the Hart Maritime Museum at MIT's Pratt School of Naval Architecture. Cadets and officers admired the exquisite models on display and noted the historical importance of many of the vessels portrayed.

Ship models are OK but real ships are better so the group headed the van east to Charlestown and the old Boston Naval Shipyard, now a National Park Historic Site and the home of “Old Ironsides,” the USS Constitution, oldest warship still afloat and a commissioned naval vessel. The Constitution, rated a 44 gun frigate, is the only survivor of the six frigates authorized by Congress in the Naval Act of 1794. She is manned by a select crew of US Navy active duty sailors who not only carry out the normal shipboard duties but also provide excellent lectures about the construction and history of the ship.

The complex details of the rigging, masts, and spars could be closely examined and their interrelationships noted. Armament was prominent. The spar deck housed the battery of the short barreled carronades which fired a 32 pound ball. The gun deck was fitted out with 24 pound long guns which had a longer range than the carronades.

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(Continued from page 12, TRS visits MIT and USS Constitution)

The nearby museum housed a collection of artifacts and exhibits which illustrated many of the details of 18th and early 19th century naval history from rope making to food to ship construction.

As a bonus, we were also able to go aboard the USS Cassin Young (DD-793), a World War II Fletcher Class destroyer. Only the weather deck was open to visitors whereas two decks were open on the Constitution. Nonetheless, we got to view the interior of a 5 inch/38 caliber turret, officers wardroom, sickbay, combat information center, and stand-by radio room as well as the hedgehog battery, torpedo tubes, and depth charge racks.

Upon departure, the cadets were given copies of Oliver Wendell Holmes poem, Old Ironsides, and a copy of Rocketto's recently published monograph on contributions of MIT to aeronautical engineering.

Connecticut Soaring Association Private Pilot Ground School

Connecticut Soaring Association holds a weekend Private Pilot Ground School for CSA members at the Danielson Airport on Saturday mornings from 8am - 10am. Civil Air Patrol members are invited to attend, at no cost.

For information contact Daryl Smith (CT-074)

AVPacer@mindspring.com

Civil Air Patrol National Headquarters

National Conference Online Registration

ends at midnight July 28.

All early registrants are automatically entered to win one of three tablet computers, sponsored by Denison Brothers, Consistent Computer Bargains and Southern Avionics & Communications.

After 28 July, online registration will no longer be available. You can register on-site at the conference for \$150. Tickets for the banquet and other special events can also be purchased on-site for an additional fee, but it is best to purchase these in advance because the hotel has cutoff dates for each event.

CHANGE OF COMMAND Attend the General Assembly on Friday, 15 August where Maj Gen Chuck Carr will relinquish command and Brig Gen Joseph Vazquez will be sworn in as the new CAP National Commander. Col Larry Myrick will be sworn in as the new National Vice Commander. All of them look forward to meeting you at the conference.

WORKSHOPS & LEARNING LABS Take advantage of the exceptional professional development opportunities. We have nine pre-conference workshops and over 50 learning labs.

FIRST TIME ATTENDEES Upon arrival, let the conference registration staff know that this is your first National Conference. Make plans to attend the First Time Attendees reception on Thursday evening. This special event will give you a unique opportunity to meet the National Commander, Vice Commander, Chief Operating Officer and others on the National Staff.

EXTRACURRICULAR ACTIVITIES It wouldn't be Las Vegas without a little fun! Nevada Wing has planned several special activities for you and your guests. They are also offering a unique souvenir – a CAP steak branding iron!

We look forward to meeting you and extending our appreciation for your service and dedication to CAP and the nation. Hope to see you in Las Vegas!



CADET AWARDS & PROMOTIONS



FIRST LIEUTENANT

Administrative Officer

Dolores Mihaliak CT-058

CHIEF MASTER SERGEANT

Goddard Achievement



Steven Garofalo CT-011

Noah Chokas CT-074

Brian Consiglio CT-801

Shelby Simpson CT-801

SR. MASTER SERGEANT

Doolittle Achievement



Sarah Eriksson CT-042

Joseph Waldron CT-042

MASTER SERGEANT

Lindberg Achievement



Noah Stillman CT-042

Tyler Carlson CT-071

Ethan Denton CT-071

Brandon Gasparino CT-801

Jorge Wismar CT-801

TECHNICAL SERGEANT

Rickenbacker Achievement



Francis Fahy CT-011

David Nolan CT-042

Austin Eichelberg CT-075

Colin Pate CT-801

STAFF SERGEANT

Wright Brothers Award



Bailey Doolittle CT-014

Charles Mihaliak CT-058

Andrew Carlson CT-071

Luis Goitia CT-071

Benjamin Young CT-071

Victor Korman CT-073

Timothy Ferringno CT-074



SENIOR AIRMAN

Mary Feik Achievement

James Chadukiewicz CT-014

Christopher Nies CT-022



AIRMAN FIRST CLASS

Hap Arnold Achievement

Adam Taylor CT-011

Charlie Wilkes CT-011

James Vigar CT-042



CADET AIRMAN

John Curry Achievement

Louandra Marshall CT-004

Devon Cousens CT-042

Elisa Petit CT-042

Sophie Thompson CT-042

Alexander Kemp CT-071

Alyssa Petty CT-071

Jakob Leon CT-074

Matthew Carasone CT-075

Aubrey Crandall CT-075

Alexander deAndrade CT-075

Ryan Schantz CT-075

Thomas Turner CT-075



Connecticut Wing

Basic Leadership Encampment

August 9-16; Niantic, CT

[2014 CTWG Encampment](#)





Cadet Airman Alec deAndrade receives an “aquatic flight baptism” after his first solo flight. Cadet deAndrade soloed after 7.5 hours of training at CAP’s Southwest Powered Flight Academy, Durant, Oklahoma
 (Photo: CAP Cadet Flight Academy)



Cadet Sara Eriksson receives Senior Master Sergeant pins from 399th Commander Major Jim Vigar and her mom, Senior Member Christina Posca (CT-042).
 (Photo: Major Peter Milano)



Captain Joe Bisnov congratulates Cadet David Nolan on his promotion to Technical Sergeant (CT-042).
 (Photo: Major Peter Milano)



Cadet Senior Airman Ben Young receives insignias from Major Heather Murphy and Captain April Krason (CT-071).
 (Photo: Courtesy CT-071)



Lt. Col. Anthony Cichocki and Captain April Krason place Staff Sergeant insignias on Cadet Luis Goitia (CT-071).
 (Photo: Courtesy CT-071)



Cadet James Vigar receives Airman First Class pins from Captain Joe Bisnov and Lt. Col. Sandy Sanderson (CT-042).
 (Photo: Major Peter Milano)



OFFICER PROMOTIONS & ACHIEVEMENTS



MAJOR

Leonard Kimball CT-071



CAPTAIN

Carol Whelan CT-004



FIRST LIEUTENANT

Randall Patterson CT-042

David Meers CT-075



SECOND LIEUTENANT

Devin Padone CT-042

CERTIFIED FLIGHT INSTRUCTOR - GLIDER

Lt. Col. John deAndrade CT-075

PUBLIC AFFAIRS TECHNICIAN RATING

Lt. Col. Stephen Rocketto CT-075



Lt. Col. Sandy Sanderson (l) and Major Jim Vigar (r) promote Devin Pedone (c) to Second Lieutenant at 399th Danbury Squadron Headquarters (CT-042).
(Photo: Major Peter Milano)



Lt. Col. John deAndrade (CT-075), flying from the rear, executes a perfect touchdown in a Schweizer 2-33
(Photo: Lt. Col. Stephen Rocketto)

Captain April Krason (CT-071) attended Chaplain Staff College at McGuire AFB in June as part of her Character Development Instructor training. The course covered subjects such as PTSD, violence in the workplace and the warning signs of suicide. For the Aerospace segment of the curriculum attendees had the opportunity to fly the C-130 simulator.



Captain April Krason (CT-071) at the controls of the C-130 simulator.
(Photo: Courtesy Captain April Krason)



AEROSPACE EDUCATION

2014 CTWVG Conference Cadet AE Competition

TOPIC: WHERE DO YOU SEE SPACE EXPLORATION IN THE WORLD 20 YEARS FROM NOW?



This year's CTWVG-NER Conference will feature a "blast from the past" - the cadet aerospace education

contest between wing squadrons which will be judged at the conference by a panel of CAP officers. Each team may have a minimum of 2 members and a maximum of 6 members plus 1 SM.

Project: Each team will create a model based project that illustrates the team's theory on the topic above, this project includes both visual aids and a short essay. The project must be all original with all material used listing its sources, visual aids should be creative, use your imagination!

Rules: Each squadron must register their team's cadet members and senior member advisor with the contest OIC, Maj Meghan Brownell, before the start of the competition. All cadets on the team **MUST** attend the conference and be at their station when the project is judged.

Judging: Each project will be judged on the quality of the model, essay content and knowledge of the team members and its overall creativity which will be judged on a scale of 1-10.

- Team project
- 2-6 cadets per team
- Visual Aids
- Short Essay
- Min 3 paragraphs
- Max 2 pages
- Cost less than \$100
- All sources must be cited
- Each member of the winning team will receive a CAP Achievement Award



For further details contact:

Major Meghan Brownell
cdtaecontest@ctwg.cap.gov
www.ctwg.cap.gov



Aerospace History Milestones

Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001

July 07, 1915 – Robert Goddard obtains his first patent for a liquid fueled rocket.

July 11, 1955 – The first class of cadets is sworn in at the USAF Academy temporarily located at Lowry AFB, Colorado.

July 16, 1945 - The United States tests the first nuclear weapon at the Trinity Site, Alamogordo, New Mexico.

July 20, 1969 – The Lunar Module Eagle lands on the surface of the Moon.

July 22, 1933 – Wiley Post pilots the Lockheed Vega Winnie Mae, on the first round the world solo flight.



Lockheed Winnie Mae

(Photo: Lt. Col. Stephen Rocketto)

July 25, 1939 - First flight of the mediocre twin engine Avro Manchester, subsequently modified into the superb four engine Lancaster heavy bomber.

July 27, 1909 – At Fort Meyer, Virginia, Orville Wright pilots the first official test flight of a US Army airplane.

July 28, 1950 - British European Airways conduct the first scheduled passenger service by gas powered turbine using a Vickers Viscount.

July 29, 1950 – A North American RB-45 Tornado makes the first nonstop trans-Pacific flight by a jet aircraft.



RC-45C Tornado

(Photo: Lt. Col. Stephen Rocketto)

July 30, 1935 – Lt. Frank Akers, USN, makes the first hooded landing on the aircraft carrier USS Langley.

July 31, 1965 – A flight of Sikorsky H-19s make the first trans-Atlantic helicopter flight.

August 1, 1929 – GRAF Zeppelin, under the command of Dr. Hugo Eckner, departs Friedrichshafen on the first airship circumnavigation of the world.



The 776-foot-long Graf Zeppelin docked at Mines Field, the present-day site of the Los Angeles International Airport, during its first round-the-world trip in 1929.

(Photo: http://waterandpower.org/museum/Aviation_in_Early_LA)

Historian or Pack Rat?

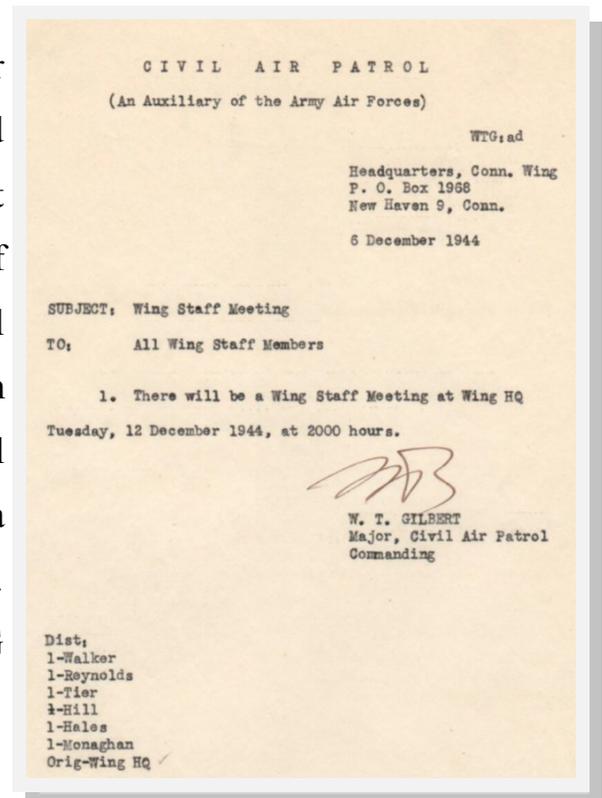
Captain Christopher Keenan, Historian/CT001

Another man's trash is another man's...? Part 1.

So you were cleaning out "that room" at squadron. You know the one, where there are boxes

of old memos, outdated manuals and always broken radios. Just as you make your way to the rubbish bin, your historian yells, "Don't toss that out, it's historical." Of course, you let him go though the stuff for a day or two, and then when he is gone, relocate the items to the dumpster.

Thus the plight of our wing. Sometime in our past, during one of the many moves, someone tossed all the old memos, photos, plans, and paperwork. It was most likely a well meaning senior member, tired of the clutter. However, decades later, tasked to find Civil Air Patrol members with World War II service, I am left with one folder containing around ten original memos, all dated between 1944-45. Like the Rosetta Stone, this one folder has proved its weight in gold. Let's take, for example; the case of our third CTWG Commander, Colonel Nancy Tier.



**Photo: CTWG Collection #00131
Property of CTWG**

Nancy Tier was a well known aviatrix of the mid-twentieth century. An accomplished pilot, she was also a famous stunt flier and member of Civil Air Patrol. Everyone knows she served in CAP during WWII, however, I had no proof. National, Wing nor the family had ID cards, photos, or documentation. Without proof, she could not be nominated for a Congressional Gold Medal, until I opened the folder. There, on one simple memo, is her name listed on the Dist. (distributed; today known as CC). That was enough proof for National. Her medal was approved.

So the next time you are cleaning house, don't just trash...stop and look at the junk first.

While I have been serving as Director of Safety for the past eight months I



Safety News

Major Stephen Valastro
Director of Safety/CT001

am still learning the many intricacies of the position. I learn something new about safety every day and am always willing to learn more.

In that light, last month I went on a little trip. Along with Brigadier General Joseph Vazquez (CAP National Vice Commander), Colonel Alvin Bedgood (CAP Southeast Region Commander), and 23 others, I attended and graduated from National Safety Officer College. The college took place at the USAF



Colonel Alex Kay (National Chief of Safety), Major Stephen Valastro (Director of Safety, CT-001) and Brigadier General Joseph Vazquez (CAP National Vice Commander)
(Photo: Courtesy Major Valastro)

Safety Center, Kirtland Air Force Base in New Mexico over the period of one week. We learned a great deal about safety with topics ranging from the Safety Management System to mishap review, scene safety, investigation, photography, mishap reporting and even took a trip out to the crash lab to learn how and why crashes happen. The week long course was exhausting and exhilarating at the same time with late nights working on projects and long days of briefings from CAP instructors as well as USAF instructors. The safety college also counted as my Region Staff College credit, helping further my professional development to Level IV.

All in all this was an amazing school and I will be using one of the briefings at the NER/CTWG Conference this fall. You should always use the knowledge you gain to teach others and help make Civil Air Patrol better. We teach cadets to bring knowledge back to the squadron when they go to NCSA's and we as senior members should also be sure to do this. I am also seriously considering applying to teach at the college next year.

One of my goals is to bring safety to everyone in Connecticut Wing. I will be visiting each squadron in CTWG to accomplish this goal. I have been unable to do that for the last couple of months but I will be getting back out to you very soon.



Connecticut Wings

Captain Johnny Burke, Standards & Eval Officer/CT001

All Just Little Stuff

Pennsylvania Wing is on a 60 day “flying pause.” During this time, Northeast Region is allowing other NER Wings to use the PA aircraft. PAWG can continue flying in connection with their glider operations only.

I was part of a team that picked up some of the PA aircraft and brought them to Connecticut. During that operation, I got to talk to some of the PA pilots at one of our stops, and naturally asked them “what happened?” Their response, it was “all just little stuff.” Unfortunately, it was a lot of “little stuff” and it all happened in a short period of time. Things like hangar rash, sloppy paperwork and disregarding 60-1, seems like “little stuff”, but when “little stuff” becomes routine, we can see what happens.

As I was about to leave Farmers’ Pride Airport, I told the PA pilots I was sorry they were on a “flying pause,” but we would take good care of their aircraft. Their response was, “Thank you, and perhaps we can return the favor someday!” Let’s not let that happen.

Mission Pilot Proficiency Flying

CAP National has funded a mission, 14-T-6366, to allow fully qualified CT mission pilots to fly an Air Force funded mission pilot proficiency flight. Use the mission symbol A-12, and select one of the pilot proficiency profiles. The pilot proficiency profiles can be found on the CAP Pilots page.

There is enough funding for each CT mission pilot to fly one hour, so if you are a qualified MP, find a day that works for you, create a sortie, and go flying.

We need to use this funding sooner rather than later, so don’t wait too long take advantage of this opportunity. As we near the end of August, I may need to reallocate the funding to crews that are willing to complete the flying expeditiously.

If you have any questions, call or email me,

stonyburke@hotmail.com



Engine Fire in Flight

Captain Johnny Burke
Standards & Eval Officer/CT001

This month's emergency checklist review is Engine Fire in Flight. For the glass 182, the first three immediate action items pertain to shutting off the fuel. The fourth immediate action item is Master Switch - Off.

Checklist Review

Engine Fire in Flight

1. Mixture Control ... Idle Cut-Off.
2. Fuel Selector ValvePush Down and Rotate to Off.
3. Fuel Pump Switch Off.
4. Master Switch (Alt & Bat) .. Off.
5. Cabin Vents Open as needed.
6. Cabin HT and Cabin AIR ctrl knobs ... OFF (push full in)
7. Airspeed 100 KIAS.
(If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture).
8. Forced Landing Execute
Refer to Emergency Landing Without Power

Notice, we are not required to turn off the Standby Battery Switch. The standby battery is physically located right behind the PFD, and powers everything on the Essential Bus (com 1, nav 1, gps 1, pfd, and

engine instruments).



Items 5 and 6 allow us to open the vents, but require us to close the cabin heat and cabin air. Cabin heat and cabin air comes through the engine compartment, whereas cabin vents receive air from near the wing root on each wing.

If the fire is not out, item 7 instructs us to dive the aircraft to try to “blow out” the fire. 100 knots is suggested, but use whatever airspeed it takes to put out the fire. Conserving altitude will do you no good if the fire continues.

At 100 knots, or higher, your glide range is virtually nil, so plan to land immediately.

You're then asked to refer to the *Emergency Landing Without Power Checklist*. This will be difficult if you are alone in the aircraft, so have a plan.

FRO Refresher Course

There is a good FRO refresher course on the CAP Pilots page. Take a look at it if it's been awhile since you took the FRO test.

Don't forget to check the Garmin GPS alerts. That's now an item on the FRO checklist.



Northeast Region Mission Aircrew School



Northeast Region Mission Aircrew School is a unique opportunity to learn the academic knowledge and gain the practical experience needed for Aircrew Specialties over two consecutive weekends in August at Camp Niantic, Niantic, CT, and Groton Airport, Groton, CT.

Academics: August 8-10 Practical in-flight training: August 15-17

The following Emergency Services specialty courses are being offered:

Mission Pilot and Mission Observer: Students will obtain enough knowledge to complete the academic knowledge tasks on the Mission Observer (MO) and Mission Pilot (MP) SQTRs. Students will receive, depending on weather, enough experience to complete the demonstration tasks. If time permits the MP may complete CAP Form 91 Mission Pilot check evaluation, with their respective Wing's approval.

Mission Scanner: All students will obtain the minimum academic knowledge and practical experience required for a Civil Air Patrol Mission Scanner (MS) listed in the MS Specialty Qualification Training Record (SQTR).

Mission Aerial Photographer: This course will give the student the minimum academic knowledge and practical experience required for a CAP Mission Aerial Photographer (AP).

Course Specialty SQTR must have Unit Commander Approval for Prerequisites!

COST, LODGING, AND MEALS

In order to minimize the cost, the course is designed as pay for what you want. All breakfast and lunch meals are included, but dinners are on your own at local restaurants, pay as you go. Billeting is pay for what you need, at \$25 per night, or you are welcome to make your own arrangements at a local hotel, or even stay with friends.

FEES

\$100.00 for both weekends (MP, MO, Both MS & AP).

\$50 for 1st weekend only.

To Register: [Northeast Region Mission Aircrew School](#)

http://www.ner.cap.gov/test_events/index.php/home/mission-aircrew-school

AFTER registering online please send required forms (with wing and/or region CC signatures) and fees, if by check (or electronic payment online) to Lieutenant Colonel Paul Ghiron at dos@ner.cap.gov ([CAPF 31](#), [CAPF 160](#), [CAPF 161](#)), no later than August 1, 2014.



2014 Cadet Rifle Safety and Marksmanship Program

Date/Time: Session 1; Aug. 30 8am - 11:30am
Session 2; Sep. 13 12pm - 3:30pm

Place: Quaker Hill Rod and Gun Club, Oxoboxo Dam Road, Oakdale, CT

Cost: Free - supported by Connecticut Friends of the NRA and the Quaker Hill Rod and Gun Club

Uniform: BDUs

Paperwork: Each cadet should submit a Form 161 and a copy of the CAP Rifle Waiver. The senior officer from each squadron is responsible for collecting and maintaining these documents (This notification and a copy of the rifle waiver will be sent to all squadrons. If you register for the event, make sure that each cadet and parent has signed this document and bring it with you.)

Equipment and Supplies: All necessary equipment, targets, and ammunition will be supplied. Participants should bring hearing protection and safety glasses if they own them. If not, they will be provided. Prescription glasses are equivalent to safety glasses.

Manning: Quaker Hill R&GC will supply coaches, line officers and a range safety officer. Individual squadrons will be responsible for senior leadership.

Firing Plan: Cadets will fire in alternate relays of 15 each at a range of 50 yards. Twenty five shots will be fired in each half hour relay. The firing line is protected by an overhead shelter but heavy rain may prevent outdoor firing. If this occurs, we will move to the indoor 50 foot range.

Cadets who participate may qualify for NRA medals which they can wear with their blues.

Squadrons must supply their own transportation, food, and water.

The following guidelines are established to give all squadrons and cadets an equal chance to participate:

A session can accommodate 30 cadets, 15 shooting on alternate relays.

The Aug. 30 session cut-off date is August 24. Sept. 13 session cut-off date is September 6.

Preregistration is required. Participation is on a first come, first serve basis.

Send your reservations and number of attendees to:

Lieutenant Colonel Steve Rocketto
Aerospace Education Officer
Thames River Composite Squadron
srocketto@aquilasys.com





Come Join Us at the Civil Air Patrol's Joint Connecticut Wing – NER Conference Sheraton Bradley Airport 17-19 October 2014

A Cadet Conference will be held onsite at the Sheraton with an optional visit to the New England Air Museum nearby with overnight guests staying at the Sheraton Bradley Airport in Windsor Locks, CT

Special Guests include: CAP National Commander Maj Gen Joseph R. Vazquez & National Vice Commander Brig Gen Lawrence Myrick and Ms. Mary Feik!

There will be:

Great educational sessions, annual awards presentation, a cadet conference, cadet aerospace education contest and a banquet on Saturday evening featuring the 102nd U.S. Army Dinner Band!

Senior Member Professional Development Courses: UCC, TLC, SR IG Course & AEO Course!

Many more exciting activities and speakers will be announced in the near future!



Don't Miss Out! Details may be found on the CTWG website –
<http://ctwg.cap.gov/2014-ctwg-ner-conference.html>

[2014 Joint Connecticut Wing & Northeast Region Conference Web Page](#)



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Submission Guidelines

Send submissions in Microsoft Word format or in the body of your email: publicaffairs@ctwg.cap.gov

Edit copy according to Associated Press Style.

Photos should be sent as attachments in JPG format and must meet uniform compliance.

Identify all persons in photo's and include credits.

Deadline for the August 2014 issue is 17 August



Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. Performing missions for America for over 70 years, CAP will receive the Congressional Gold Medal in 2015 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

Visit

www.gocivilairpatrol.com www.capvolunteernow.com www.capgoldmedal.com

