



Missions for
America

*Semper
vigilans!*

Semper volans!

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

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300 Tower Rd., Groton, CT
LtCol Stephen Rocketto, Editor

srocketto@aquilasys.com

Maj Scott Farley, Publisher

Maj Roy Bourque, Paparazzi

Hap Rocketto, 2nd Lt, AUS, (ret'd.)

Capt Edward Miller, Feature Writers

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28 November, 2018

SQUADRON CALENDAR

01 DEC-77th Anniversary of the establishment
of the Civil Air Patrol.

01 DEC-02 DEC-Corporate Learning Course

04 DEC-TRCS Meeting

08-09 DEC-Training Leaders of Cadets Course

11 DEC-TRCS Meeting-Mitchell Ceremony

15 DEC-Ground Branch Directors Course

16 DEC- TASMG Holiday Party

18 DEC-TRCS Holiday Party

26-31 DEC-Regional Cadet Leadership School

25 DEC & 01 JAN-No Meetings

ERRATUM

Adam Spreccace has been promoted to 1st Lt, not
2d Lt as previously reported.

CADET MEETING

28 November, 2018

Lt Col Rocketto led a laboratory exercise in which
cadets constructed paper helicopters and studied
the changes in lift which resulted when the aspect
ratios of the rotors were changed.

The concept of controlled experimentation was
introduced and the general procedures discussed.
Cadets constructed the helicopters, and in a
number of trials launched them and recorded and
time of flight. The aspect ratios were calculated
and conclusions drawn as to the effect of aspect
ratio on lift.



*Left: Cadet Kelly
launches a helicopter.
Right: Team records and
reduces data.*

The session concluded with an examination of
pictures of aircraft and birds with varying aspect
ratios and discussion of the advantages and
disadvantages of high aspect and low aspect ratio
wings.

SENIOR MEETING

28 November, 2018

Maj Paul Noniewicz led a session which studied
the operation of the VIRB camera.

Sm Charles Johnson presented a detailed power-
point presentation of the purpose, organization,
operation, and use of GPS.

CAP HISTORY

THE LITTLE FLOWER AND THE ESTABLISHMENT OF THE CIVIL AIR PATROL

A short, dumpy man, Fiorello La Guardia was not cast in the image of an aviator or glamorous political figure. But he made up for his appearance with vision, intelligence, energy, and a humanitarian spirit. He was a Republican and his political career included two terms in the United States House of Representatives and three terms as Mayor of New York City.

His father, Achille, was an Italian immigrant and his mother, Irene was Jewish. Fiorello could speak Italian, Yiddish, and English, not a bad combination given the demographics of New York City.

Although closely associated with New York, La Guardia was an “army brat” who though born in Greenwich Village, spent a considerable part of his formative years in military camps. When he was three years old, his father, a talented musician, enlisted as Chief Musician in the 11th Infantry Regiment. For thirteen years the family shifted from base to base. Between 10 and 16 years of age, Fiorello lived in the Whipple Barracks in Prescott, Arizona where he learned to ride and shoot. He reminisced that these were some of his happiest days.

An early love of aviation led him, in 1915, to Mineola where his friend, Giuseppe Bellanca ran a flying school and taught him to fly. According to the story, in return, he taught Bellanca to drive a car in.

The Bellanca Parasol monoplane in which Fiorello soloed.



The year after, he was elected to the House of Representatives from New York's 15th

Congressional District. And when the United States entered the war Fiorello enlisted in the Army, was commissioned and sent to Italy in October of 1917 but retained his seat in Congress!

With enormous support from the Italian Air Force, LaGuardia took command of the training of American bomber pilots at a base in Foggia. His own flight training was in the Caproni Ca.3 and he flew five combat missions of about two hours each while running a squadron and administering the flying school. In addition, he was called upon to give speeches to Italian soldiers and civilians as a morale booster.

LaGuardia on left with his Italian crew.



The Ca.3 was powered by two tractor and one pusher engine. The rear gunner stood within a protective cage mounted above the pusher engine.

His status as a U.S Congressman came in handy. Eager to improve the food and living conditions of his men, he purchased materials without following the normal government procedures. Called on the carpet by a general in the Chief Quartermaster's office, he was threatened with a court martial. The general kept quoting Army regulations. Finally LaGuardia replied that regulations can be changed. The general countered by pointing out that a change in regulations requires an act of Congress. LaGuardia answered that he could get an act of Congress and the atmosphere in the room improved when it became evident that Army

Major LaGuardia was also the Honorable Fiorello LaGuardia, U.S. House of Representatives.

He returned to the United States in October of 1918 and was re-elected to Congress and served seven successive terms. In 1934, Fiorello was elected Mayor of New York and served three consecutive terms.

An aviation enthusiast, he often flew on commercial airlines but was embarrassed that New York City did not have its own airport. In 1934, he boarded a TWA DC-2 in Chicago which landed at Newark Airport, the only commercial airport serving the metropolitan area. LaGuardia pointed out that his ticket was from Chicago to New York and pressured the airline to take him to Floyd Bennett Field in Brooklyn which they did..

However Floyd Bennett was unsuitable due to its location and size. Newark was closer to Manhattan. The old Curtiss Flying Field which had been renamed North Beach Airport was in a good location, close to newly constructed highways but was unsuitable for commercial traffic. LaGuardia went on a successful crusade fighting the civic, political and business interests who raised objections to North Beach.

The expansion of the field required huge amounts of fill which was provided by excavating the Rikers Island refuse dump and dredging material from Flushing Bay. (Old time pilots would sometimes refer to LaGuardia Airport as LaGarbage!) The facility opened as North Beach Airport in 1939. Shortly thereafter, the Board of Estimates named the airport in His Honor's honor.



A jewel of the LaGuardia's facilities was the Marine Air Terminal, the eastern end of the North Atlantic flying boat service. (Credit: NY Daily News)

Fiorello La Guardia's role in the founding of the Civil Air Patrol starts with Gill Robb Wilson an aviation journalist who had visited Germany in the late 1930's and witnessed their preparations for war. He returned to New Jersey, his home state, and convinced the governor to back the formation of a civilian organization to assist the military, the New Jersey Civil Air Defense Services.

Thomas Beck and Guy Gannett, friends of Wilson and executives of major news outlets were enlisted in the effort. Due to German, Japanese, and Italian aggression in Europe, China, and Africa, the United States government were preparing for the likelihood of war and an internal debate was underway on the best way to utilize civilian aviation. Major General Hap Arnold, Chief of the Army Air Corps was brought on board and supported the concept.

On May 20th, 1941, President Franklin Roosevelt created the Office of Civilian Defense and appointed Fiorello LaGuardia as Director. OCD had at least two missions. The first and most obvious involved establishing policies governing an air-raid protection system. A second mission charged the OCD with setting up civilian bodies for war-time duties. This second mission led to the formation of the Civil Air Patrol.



LaGuardia accepts his OCD appointment papers from the President.

Wilson, Beck, and Gannett met with La Guardia who bought into the idea and on December 1, 1941, a week before Pearl Harbor, signed Administrative Order 9 establishing the Civil Air Patrol.

December 1, 1941

Administrative Order No.9

Establishing Civil Air Patrol

By virtue of the authority vested in me through my appointment as United States Director of the office of Civil Defense, through the Executive Order of the President creating said office dated May 20, 1941 be created and organized a branch of this Office of volunteers for the purpose of enlisting and training personnel to aid in the national defense of the United States, designated as the Civil Air Patrol.

In conformity with said organization, Major General John F. Curry, U. S..A. Air Corps has been assigned to this office by the U.S. Army and designated by me as its National Commander. Said organization shall be formed as outlined in the attached chart, which is made a part of this Order as if written herein in full. The Civil Air Patrol shall carry out such Orders and directives as are issued to it by the Director of Civilian Defense. It shall be the duty and responsibility of the National Commander to see that the objectives and purposes and orders issued in conformity with the policy of this office are carried out and that all activities are reported regularly to the Director through the Aviation Aide.

All enlistments and appointments in the Civil Air Patrol may be disapproved by the Director of the Office of Civilian Defense.



F.H.LaGuardia
U.S. Director of the Office of Civil Defense

LaGuardia's last service to aviation occurred in late 1944. Fifty two states met in Chicago to attempt to establish and codify rules which would govern international air travel when World War II ended. As might be expected many of the governments represented were interested

in special rules which would be to the advantage if their national carriers. LaGuardia served as a moderating voice which argued for unity and tangible results upon which all could agree. The convention ended with the establishment of the International Civil Aviation Organization which is now headquartered in Montréal and has 192 member states.

Today, the Little Flower is remembered as a progressive leader of New York City. He was in the vanguard of reform, fought the corrupt Tammany Hall political machine, restored public confidence in the city government, and promoted infrastructure improvements in transportation, public housing, and parks.

But after the boom war years, New York started to decay. The symptoms were obvious. People headed for the suburbs, the Brooklyn Navy Yard closed, the subway system started to fall apart and horror of horrors, the Brooklyn Dodgers and New York Giants headed for California. The City faced huge revenue losses and the cost of programs stemming from LaGuardia's reforms left New York with irremediable financial obligations leading to bankruptcy in 1975.

His off-beat behaviors are legion. Son of a lapsed Catholic father and Jewish mother, he joined the Episcopal Church, In one of his many anti-vice campaigns, he personally wielded a sledge hammer to destroy the mob's slot machines.



One-armed bandits cower before the two-armed Mayors sledge.

Often at odds with his own party, he adroitly maneuvered his ship of state between the Scylla of the Democrats and the Charybdis of the Republicans. During a newspaper strike, he took to the airwaves and read the comic strips for the city's children. And of course, he loved to chase fire engines and could often be seen at the scene of a conflagration dressed in a yellow slicker and fireman's helmet.



Fiorello the Fire Buff, at the 1939 Cherry Street Fire.

(Credit: UPI)

But his enthusiasm and contributions to flying as a pilot, patriot, military leader, politician, and advocate for commercial flying mark Fiorello LaGuardia as worthy of a place, not only in the history of the Civil Air Patrol but in the Pantheon of aviation celebrities.

AEROSPACE HISTORY AND CHRONOLOGY

Nov. 29, 1974 – First flight of the Sikorsky's Model 70, the Army's UH-60 Blackhawk and the birth of the “Hawk” line. Here are some of the “Hawks.”



*UH-60 Blackhawk
R. I. Army National Guard
Troop Transport and Medical Evacuation*

*MH-60 Jayhawk
U.S. Coast Guard
Search and Rescue and Drug Interdiction*



*SH-60 Seahawk
U.S. Navy
Anti-Submarine and Maritime Patrols, S&R (Credit: US Navy)*

*VH-60N
Whitehawk
VIP Transport*



*HH-60G Pavehawk
Combat Search and Rescue
(Credit: A1C Benjamin Wiseman/US Air Force)*



*S-70 Battlehawk
Counter-Insurgency
Columbian Air Force
Arpia and kits supplied to United Arab Emirates*

*S-70C Firehawk
Aerial Fire Fighter*

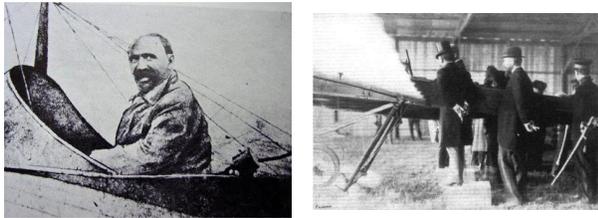


*S-70A-L1 Desert Hawk
Royal Saudi Land Forces Medical Evacuation*

*MH-60L Direct Action Penetrator
160th Special Aviation Regiment
Gunship*



Nov. 30, 1911 – Francisco I. Madero, President of Mexico becomes the first head of state to fly while in office.



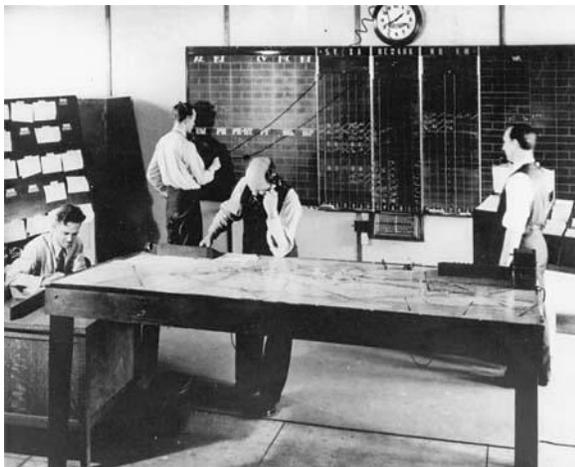
(L)-Most Likely a composite of Madero in the cockpit of the Deperdussin (R)-Dyott showing Madero the controls of the aircraft.

George M. Dyott, a pilot for the Moisant Internacional company takes El Presidente for an 11 minute flight in a Deperdussin monoplane. The take-off point, Los Llanos de Balbuena, is now the site of Mexico City International Airport



Dec. 1--- A beginning and an end.

1934 – The first airway traffic control center is opened in Newark, N. J., operated by staff of Eastern Air Lines, United Air Lines, American Airlines and TWA.



The First ATC Center



Controllers track flight on chart using markers called “shrimp boats” for each aircraft.

2001– Captain Bill Compton, CEO and TWA President flies TWA Flight 220, and MD-83, from Kansas City to St. Louis. This marks the last flight by TWA after bankruptcy and purchase by American Airlines.



N948TW is now preserved and on display at Kansas City outside Howard Hughes's old office.

Dec. 2, 1939 – New York’s La Guardia Airport open. The first flight is a TWA DC-3 from Chicago which lands at 12:01 A.M.



His Honor greets a TWA stewardess

One of the passengers on the flight was a Mr. Omero Caton who had a penchant for establishing firsts. Orton got on at Newark Airport and paid a \$2 fare for his flight.

Caton was the first person to cross the Triborough Bridge and first to drive through both the Lincoln and Holland Tunnels and the first across the lower level of the George Washington Bridge.

Other New York City firsts include the first to buy a token on the Eighth Avenue subway and the first to use a token in a city parking meter and the first to skate on the rink at Rockefeller Plaza.

He did not restrict his firsts to the metropolitan area but in the course of becoming first at over 500 events on the East Coast as far south as Florida. And he was inducted into the Shuffleboard Hall of Fame! Not bad for a Brooklyn boy.

The first departure was the American Airlines Night Owl scheduled out at 12:45 A.M. but took off 35 minutes late.



A second “Cat” flown by Lt. (jg) Mel Essary lands and picks up the remaining 112 survivors. Unable to take-off, Essary taxis out of the bay and off-loads the survivors onto a waiting Navy ship.

Dec 4, 1958 – First flight of the Baade B-152, an East German attempt to build a commercial jet airliner.



Fiorello is kissed by Helen Flynn, the American Airlines stewardess. Its good to be The Mayor.

Dec 3, 1944 – The destroyer *USS Cooper* is mined in Ormoc Bay on the west coast of Leyte. Within minutes the ship sinks and the survivors go into the water. A PBY Catalina captained by Lt.(jg) Joseph Ball lands and loads 57 of the crew aboard. It takes a three mile take-off run to get aloft.



On roll-out, the B-152 lacked its Pirna turbojet engines which had encountered developmental problems. Note the centerline landing gear which required outriggers on the wings.

(Credit: Bundesarchiv)

Both the Allies and Soviets swept up as much of the advanced German aircraft design work and designers as each was able. Brunolf Baade and a group of Junkers engineers were impressed into Russian service and developed a number of intriguing designs such as the OKB-1 bomber.

Eventually only two were built and the OKB-1 design was abandoned. Baade and his team returned to East Germany. There, they attempted to capitalize on their OKB-1 efforts by adopting its features for a transport but it was a poor decision. Superior aircraft such as the British Comet, French Caravelle and U.S. 707 were already well ahead in development.

The haste to rejuvenate their aircraft industry and the attempt to adopt a failed design led the newly formed VEB Flugzeugwerke Dresden into multiple difficulties ranging from an inadequate engine to shortages of critical components. A production line was producing airframes even as the first prototype made its test flight. It crashed on its second flight. A second prototype was produced but it only flew twice. The B-152 program was cancelled.

Dec 5, 1931– Lowell Bayles, winner of the 1931 Thompson Trophy, dies when his Gee Bee Model Z racer, *City of Springfield*, crashes during a speed run at Wayne County Airport in Detroit, Michigan.



A year previously, Bayles had emerged triumphant flying the Model Z in the Thompson Trophy Race and finishing first ahead of well-known pilots such as James Wedell, Ira Eaker, Benny Howard and Robert Hall, the designer of the Model Z!



Bayles and the City of Springfield in Detroit

The Gee Bee racers were notoriously difficult to fly. Basically, the racers were made by stuffing the largest possible engine into the smallest possible airframe. The short distance between the wing and empennage, a short lever arm in physics terms, meant that large movements of the elevator were necessary to control pitch and this “short-coupling” could lead to instability and pilot-induced oscillations. Jimmy Doolittle's comment says it all:

“I didn’t trust this little monster. It was fast, but it was like balancing a pencil or an ice cream cone on the tip of your finger. You couldn’t let your hand off the stick for an instant.”

However, the Bayles crash was a freak event. Analysis indicates that the fuel cap had come loose and and crashed through the windscreen, incapacitating Bayles which led to a rapid pitch change which caused the wing to fail.



City of Springfield Replica at Fantasy of Flight in Florida.