



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

<http://ct075.org>

300 Tower Rd., Groton, CT

Lt Col 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

Issue 13.17

07 May, 2019

SQUADRON CALENDAR

07 MAY-TRCS Meeting-Staff
11 MAY-Saturday Rocket Building
14 MAY-TSRCS Meeting-Commander's Call
17-19 MAY-USAF Evaluation of CTWG
21 MAY-TRCS Meeting
25 MAY-Saturday Rocket Building
26 MAY-Ledyard Memorial Day Parade
28 MAY-TRCS Meeting
15 JUN-Commander's Cup Rocket Contest
22 JUN-CTWG Annual Conference
04 JUL-Groton 4th of July Parade
10-17 AUG-CTWG Encampment

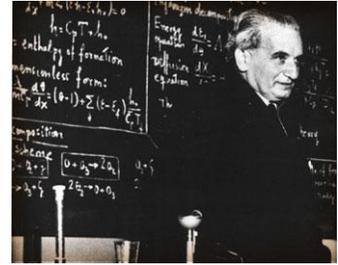
Missions
for America

*Semper
vigilans!*

*Semper
volans!*

*A scientist describes
what is. An engineer
creates what never
was.*

-Theodore von
Kármán-



CADET MEETING

07 May, 2019

Lt Jg Brendan Flynn, USCG, former TRCS Cadet Commander and newly fledged Coast Guard helicopter pilot returned and related some of his experiences over the past ten years.

Flynn spoke about his first days with CAP and dreaming about becoming a pilot, explained how he made the dream come true, incrementally, from Curry to Earhart. Then on to the Coast Guard Academy and flight training in Florida. He spoke about the many enrichment opportunities which were open to him: encampment, flight academy, and the International Air Cadet Exchange. Flynn emphasized the importance of setting a series of goals and devoting the energy needed to achieve each of them in turn. A question and answer session following Lt Flynn's presentation.

SENIOR MEETING

07 May, 2019

Senior members discussed duties and responsibilities for the up-coming Wing evaluation by the USAF. TRCS will be providing a ground team, an air crew, and a will be filling a number of positions on the Incident Command staff.

Lt Bendan Flynn met with the senior cadre, sharing experiences and renewing old friendships.

By coincidence, Flynn found out that his training squadron was also the first duty station for Lt Joel Drost when he joined the Navy,

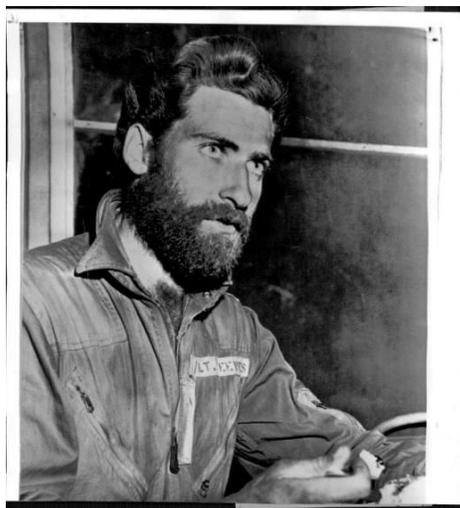
May 9, 1957 – 1st Lt. David Steeves departs Hamilton AFB, California for Craig AFB, Alabama in a Lockheed T-33 Shooting Star and disappears.



T-33

A cursory search is instituted but nothing is found. Steeves, from Trumbull, Connecticut and an ROTC graduate from a Connecticut university was declared dead.

Fifty two days later, Steeves staggers out of the Sierra Nevadas into an occupied camp ground having having survived by dint of mettle, foraging, a few personal items in his gear, matches, a knife, a .32 Allen and Hopkins revolver and some money useful for kindling. He had lost his military survival kit during the bail-out. His diet consisted of dandelions, grass snakes, and a deer he managed to kill. Later, Steeves had a chance find, a cabin in which he discovered a canned ham, a can of beans, and some fish hooks.



Steeves said he ejected after an in-flight emergency. The Air Force and Forest Service backed up his story. Clair Blair, Jr. of the Saturday Evening Post reported that he found “discrepancies” in Steeves' story and cancelled a \$10,000 contract which the magazine had offered for an exclusive. The “discrepancies” later proved irrelevant but doubt had been cast.

Sensing a wounded animal, the pack of hyenas who brand themselves “journalists” piled on. Negative articles appear in national publications fueled by Cold War hysteria.

Some speculate that he traded the jet to the Russians, a patently absurd supposition since the T-33 trainer was a pedestrian design and had been superseded by much more capable aircraft. The Air Force provided little support and Steeves resigned. He started a new career in general aviation.

Twenty years later, Boy Scouts found the canopy of Steeves' T-33 but vindication came too late. Steeves had started a new career in general aviation but eight years too late. Steeves had died 12 years earlier when a Stinson Reliant which he as flying crashed in Boise, Idaho. Lt David Steeves is buried in Trumbull, Connecticut, the victim of a press

May 10, 2012 – Mama Bird goes West! CAP Colonel Evelyn Bryan Johnson, age 102, dies in Morristown, Tennessee.



(Credit: Wade Payne/AP)

After her solo in 1944, Johnson logged 57,635 hour in the air. She is the high-time woman pilot and only one other pilot, Ed Long, logged more time, over 65,000 hours. During her amazing career, Johnson gave more than 9,000 FAA exams and taught over 5,000 student pilots.

She quit flying in 2005 at the age of 96 after her leg was amputated after a car accident. She commented that “It’s not the flying that’s the problem. It’s getting the prosthesis into the small planes.” But she continued to manage the Moore-Murrell Airport.

May 11, 1881– Theodore von Kármán, the Father of Supersonic Flight, is born in Budapest, Austro-Hungary. He studied aerodynamics under Ludwig Prandtl in Göttingen. In 1930, uneasy about the political developments in Europe, he emigrated and became Director of the Guggenheim Aeronautical Laboratory at the California Institute of Technology (GALCIT). His forte was the development of mathematical tools for the study of fluid flow.

By the late 1930s, Von Kármán was promoting the efforts of a small group of unorthodox rocket enthusiasts at CalTech, known as the “Suicide Club,” and together, they developed the first JATO rockets for the US military.



The first test of the GALCIT JATO. An Ercoupe is shot aloft by six rockets each developing 28 pounds of thrust.

Credit: Gerald Balzer Collection)

In 1942, von Kármán and his cohorts founded the Aerojet Corporation. General Tire bought out Aerojet in 1945 and went on to produce solid fuel propulsion systems for the Aerobee High sounding rocket and the Minuteman and Polaris ICBMs.



The GALCIT JATO team: Jack Parsons is visible cropped out on the extreme left alongside Clark Blanchard Millikan, Martin Summerfield, Theodore von Kármán, Frank Malina and pilot, Captain Homer Boushey.

The photograph above is interesting in that Jack Parsons is almost completely removed from the picture. Not all rocket scientists are nerds. Parson was a hedonist, occultist, pagan, drug user and a participant in ritualistic orgies who claimed himself to be the anti-christ.

He was a talented self-taught chemist who developed the first rocket engine to use a castable, composite propellant, the basis of the solid fuel rocket. But he had no college degrees and his heretical and lascivious activities were shocking, even in the California of the late '40s and early '50s. He was no favorite son of the the formal academic community.

Nonetheless, a crater on the backside of the moon bears his name and Wernher von Braun is reputed to have said that Parsons is one of the seminal actors in the development of the space program.

Millikan, Summerfield, and Malina were recognized within the academic community and Boushey retired as a brigadier general. Parsons was blown to pieces in a chemical explosion from which numerous conspiracy theories have been generated.

Von Kármán and some of his group founded the Jet Propulsion Laboratory, and in 1944, von Kármán met with General Hap Arnold and launched the Scientific Advisory Group dedicated to long range technological planning for the Air Force.



Dr. S.M. Burke and Lt Goddard prepare for aerial photographic experiments in 1925. One development was the development of flash bombs synchronized with a camera and the first night aerial photographs.

(Credit: US Army Air Corps)

May 12, 1938 – The Italian luxury liner *SS Rex* was intercepted by three YB-17 Flying Fortresses some 600 miles offshore in a demonstration of the efficacy of aircraft for coastal defense and to publicize the strategic capabilities of the long range bomber. The plan was conceived by the then Lt. Col, Ira Eaker who had studied journalism.



Goddard photograph of two of the YB-17s passing down the port side of the Rex.

The weather was not conducive for a visual search and the aircraft departed in a rain squall and had to transit a cold front. A low overcast forced them to fly low. But LeMay was arguable the best navigator in the Air Corps and given the probable position of the *Rex* and the varying flight conditions, set an intercept time of 1225.

Around noon, the emerged into better weather and set up a search formation, the three aircraft flying abreast 15 miles apart. At 1223, one of the aircraft spotted the ship and the aircraft rejoined for a fly-by and photographs as the NBC radio team broadcast live, coast-to-coast.

Lt. Col. Robert Olds, father of the Korea-Vietnam triple ace, Robin Olds commanded the 20th Bombardment Group and assigned three of the new YB-17s to fly the mission. Two key crew members were the lead navigator, 1st Lt. Curtis Lemay and the Maj George Goddard, the doyen of Army Air Corps aerial photography. For good measure, they also brought Hanson Baldwin, military editor of the New York Times and an NBC broadcast team.

The success of the mission bolstered the claims of the acolytes of Billy Mitchell who, at Maxwell's Air Corps Tactical School, about the employment and effectiveness of long range bombers. They shifted the emphasis from pursuit to bombardment and argued that formations of heavily armed bombers could precision bomb industrial targets in daylight without benefit of fighter escorts and bring a nation to its knees without engaging in bloody ground warfare.

A young Lt. Curtis Lemay

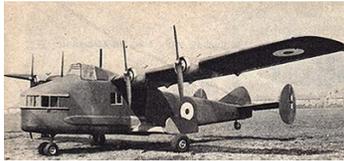


The young officers who developed the doctrine became known as the “Bomber Mafia.” Led by Harold I. George, the group consisted of Haywood S. Hansell Jr., Donald Wilson, Laurence S. Kuter, John F. Curry, Thomas deWitt Milling, Odas Moon, Robert Olds, Kenneth N. Walker, and Robert M. Webster. John F. Curry is whom CAP's

Curry Award is named. Graduates who are also honored by CAP awards are Hap Arnold, Jimmy Doolittle, Ira Eaker, and Carl Spaatz

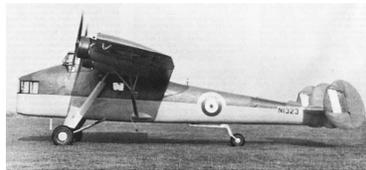
The doctrines promoted by the “Bomber Mafia” were contributing factor to the controversial World War II raids by the Eighth Air Force in Europe.

May 13, 1940 – The General Aircraft AS.39 Fleet Shadower makes its first flight. The Fleet Shadower was a one-off prototype of a long range reconnaissance aircraft. It had folding wings and four small 140 HP radials. A second design, the rival Airspeed AS.39 flew five months later. A sesquiplane, it incorporated a lower wing with less than half the span of the upper wing for additional lift.



*AS.38 and AS.39
(Credit: Imperial War*

Museum)



Both designs became redundant with the incorporation of the radar equipped long range Consolidated Liberator.

May 14, 1909 – Samuel Franklin Cody makes he first flight in Britain of more than a mile using British Army Aeroplane No. 1. A second flight on the same date ends in a crash.



Cody in British Army Airplane No. 1

Cody, born Coudry, ought not be confused with William Frederic “Buffalo Bill” Cody although they followed similar career paths and somewhat resembled each other.



Both were “Wild West” showman, excellent rifle and pistol shots and toured internationally exhibiting their skills in western flavored extravaganza. Born in Davenport, Iowa, Cody was a naturalized British citizen.

Cody became interested in kites, improved Lawrence Hargraves box kite design, and using multiple kites on one line offered his “War Kite” to the British military. The man-carrying design were used for observation.



Cody riding one of his man-carrying kites.

Aeronautical interests continued and he worked with balloons, dirigibles, and heavier-than-air vehicles. Cody is credited with the first heavier-than-air flight in Britain and became associated with the military programs at both Aldershot and Farnborough. In 1913, while testing his Cody Floatplane, he was killed.

ERRATUM RECTIFIED AND AN OFFBEAT LESSON IN HISTORY

Former TRCS member Tom Petry, retired in Arizona and Lt. Col Booth Outlan, Ass't Wing Legislative Officer, TNWG both spotted the Coastwatcher gaffe in last week's Battle of the Coral Sea report substituted the name of the aircraft carrier *USS Enterprise* (CV-6) for the *USS Lexington* (CV-2).

The *USS Lexington* and his sister ship, the *USS Saratoga* were both planned as battlecruisers but finished as aircraft carriers to meet the requirements of the Washington Naval Treaty of 1922 which terminated capital ship construction but left open the freedom to build carriers.



The entire US Navy carrier fleet in 1928. Top to bottom are the Enterprise, Saratoga, and Langley.

The *Lexington*, after heavy damage at Coral Sea was scuttled. *Enterprise* participated in more naval actions against Japan than any other ship, survived the war and was ignominiously scrapped in 1958. The *Saratoga* was used as one of the test flotilla during Operations Crossroads, the atomic bomb tests at Bikini Atoll in 1946.



The Baker Test-In this photo the Wilson Condensation Cloud dominates the initial stage of the explosion and obscures the rapidly forming mushroom cloud.

She survived Test Able, and air burst on July 1st with minor damage. On July 25th, Test Baker, an underwater detonation some 200 yards distant *Saratoga* out of the water, blew her distinctive funnel off, and created hull damage which led to her sinking the next day.



The Saratoga sinking. The battleship Arkansas is visible in the background.

How Did This Naval Event Lead to the Public Heretofore Impermissible Exposure of Navels?

But some good news emerged as a result of the Bikini tests. Less than a week after Test Able, A French mechanical engineer and manager of his mother's lingerie shop, Louis Réard introduced a new swimsuit design which for the first time, exposed the navel to the public eye. Réard christened his scanty garment, the Bikini because as he explained "like the bomb, the bikini is small

and devastating." Réard was awarded a patent, number 19431, for his "pattern."



*Louis Réard & Macheline Bernardina
The box in Macheline's left hand is the container in which the suit fits.*



The unveiling of his creation occurred at the *Piscine Molitor*, a public pool in Paris. Macheline Bernardina, a 19 year old nude dancer from the Casino de Paris wore all 30 square inches of the suit and received 50,000 fan letters afterwards.

To justify this naughty article in a publication devoted to aviation issues note that Réard hired a skywriting plane to write in the sky "Bikini - smaller than the smallest bathing suit in the world."

And furthermore:

Famed Aeronautical Engineer Encouraged by Réard's pioneering efforts in exposing feminine flesh.

Howard Hughes produced a pedestrian western entitled *The Outlaw*. The female star was the voluptuous Jane Russell. In order to better exhibit Russell's assets, Hughes adopted the principle of the cantilevered beam designed a brassiere with under cup steel wiring. Russell claims she never wore it. It was too uncomfortable, a classic case of a classic piece of engineering failing to meet the needs of the customer.

Hughes had a lot of trouble releasing the film. Hollywood had established the Motion Picture Production Code, a set of standards intended to protect the public from the dangers of licentious and morally degrading screen plays quite a task given the licentious and morally degrading behavior of the real-life Hollywood crowd.

The Outlaw was due to be released in 1941 but Hughes was thwarted by the Motion Picture Production Code administrators who refused to approve the film. Hughes may have failed as a brassiere designer but he demonstrated his acumen as a business man.

He initiated a secret campaign to have the movie banned. The publicity to ban the movie worked to around a public demand to see it it all of its naughtiness.

The movie was heavily advertised using billboard sized posters.



As a young lad, the Editor of *The Coastwatcher* viewed one such billboard and, given his interest in cowboys, gunfighters, and firearms demanded that he be taken to see this film. Mother Rocketto, no fool, refused and was moved neither by tantrums nor tears to alter her decision.

For further information on this most interesting application of engineering principles get a copy of Charles E.Seim's classic *A Stress Analysis of a Strapless Evening Gown*, subtitled *A Collection Of Great Stories And Poems By Engineers And Scientists With A Sense Of Humor*.