



Mission for America

Semper vigilans!
Semper volans!

The Coastwatcher

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

website: <http://cap-ct075.com/default.aspx>

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SCHEDULE OF COMING EVENTS

March

16 SUN NEAM Parking Detail
18 TUE Blues/USCGA Lecture
25 TUE BDU
30 SUN NEAM Parking Detail

Long Term Planning

12 APR-SAT-SAREX
19 APR-CSRRA High Power Rifle Clinic
26 APR-SAT Wing Convention
28 APR-5 May-USAF Graded Training Event
30 APR-Parent's Night
10 May-SAT-ACUT
21 JUN-SAT Wing Rocket Competition
4-13 JUL Encampment
19 JUL SAREX
20-24 JUL AIAA Power Plant Conference
25 JUL-03 AUG NER Cadet Academy

CADET MEETING MINUTES

11 MARCH, 2008

A film was shown about the exploration of Mars.

Cadet East was awarded the Red Service Ribbon for two years service.

C/MSgt Molinari received the Recruiter Ribbon for bringing two new Cadets into the program.

The Squadron welcomes Cameron Mills and Nicholas Gartley, our newest Cadets.

Cadet Johnson was promoted to C/Amn. Cadet Holt was promoted to C/A1C.

SATURDAY ROCKET BUILDERS

On Saturday, the 8th, C/MSgt Michael Molinari, Cadets Andrew Molinari, and Cameron Mills met Capt Rocketto and worked for three hours on the rocketry program. The Cadets inventoried and organized the tools, materials, and kits and cleaned or repaired 18 Alpha, Gnome, and Viking rockets. They also completed all of the rocket building and launching required for the Redstone Stage.



*Building
Junk Rockets
and Fizzy
Flyers*

USCGA LECTURE

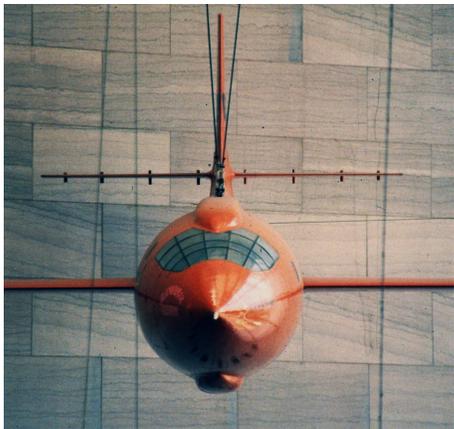
A lecture at the USCGA is scheduled for 18 March. Dr. Seth Shostak of the SETI Institute will consider the question "When will we discover extraterrestrials?" Dr Shostak will consider why he believes possible contact may occur within the next few decades, what such contacts would tell us and what such a discovery would mean. Cadets who wish to attend should notify Captain Rocketto.

GROUND OBSERVER CORPS REDUX

Last week's mystery aircraft was the Douglas D-558-2 Skyrocket. The Skyrocket was the little known contemporary of the Bell's more famous X-1.



Skyrocket #2 flown by Scott Crossfield, the first aircraft to exceed mach two, is located at the National Air and Space Museum.



The X-1, first aircraft to exceed mach one, at the National Air and Space Museum

A old saw states that “Necessity is the mother of invention” and the necessity for vehicles to explore the transonic and supersonic realms of flight gave birth to a contract from the Navy's Bureau of Aeronautics to Douglas aircraft for the construction of research aircraft capable of probing these mysterious realms of flight. NACA, the National Advisory Committee for Aeronautics, the predecessor of NASA, was the third organization, charged with gathering and analyzing the data garnered from the flights.

The Skyrocket's older sister was the D-558-1 Skystreak, a rather conventional straight wing turbojet powered aircraft akin to the X-1 but designed to takeoff and land on its own gear rather than being air launched from a mother ship as was done with the X-1.



The Skystreak on outdoor exhibit at the old Naval Aviation Museum, Pensacola, Florida

The second phase of the test program resulted in the construction of the Skyrocket, powered by a turbojet and rockets. But more important, the streamlined fuselage and thin swept wing were optimized for high speed flight. In its final version, the Skyrocket was powered entirely by rockets and was air launched. This version of the Skyrocket, in the capable hands of legendary test pilot and CAP icon, Scott Crossfield, became the first aircraft to fly at Mach Two, twice the speed of sound. During its career, the Skyrocket produced valuable data on aerodynamic heating, the stresses of supersonic flight on the structure, the capability of the swept wing, and control and stability at high speeds and altitudes.



Skyrocket #1 at the Planes of Fame Museum, Chino, California

The third phase of the project was the D-558-3, designed to climb to 700,000 ft. But this was not to be. For various reasons, the Navy decided to pull the plug on the project and the future of research flights at the edge of space was left to the very successful North American X-15.



North American X-15 at the NASM

Last week's quiz was won by Wojtcuk Squared. This is the second week in a row for them. Can any Cadet challenge this team and end their winning streak?

Our next mystery aircraft was one of the many designs which hoped to supplant the Douglas DC-3. The "Gooney-Bird" flies on but most of the contenders were long ago turned into pots and pans or rest in museums. Name the aircraft, try the quiz and you may win a prize and points in the Cadet of the Cycle Contest.



Mystery Aircraft of the Week

Quiz of the Week

1. Name the Mystery Aircraft.
2. Who was the Douglas aeronautical engineer who led the Skyrocket design team?
3. What does "NASA" stand for?
4. What was the U.S. Air Force designation for the DC-3?
5. What was the U.S. Navy designation for the DC-3?
6. What did the British call the DC-3?
7. The Scott Crossfield Award may be earned by an officer in what CAP specialty track?
8. What was Mach's first name?
9. If you enlarge the picture of the Skyrocket at the NASM, you will note a reference to LOX just forward of the four rocket exhausts. No bagels and cream cheese are evident so what is the meaning of this reference?
10. What company built the mother ships used to launch the X-1, D-558-2, and X-15?

ERRATUM

There is a British expression, "Too clever by half" which describes someone who might, as Shakespeare put it, be "hoisted by his own petard." I confess that I am that fellow. Last week, I tried to play on the similarity between the bomber, Mitchell and the field, Mitchel, in order to make the contestants in the quiz jump to the wrong conclusion and think that they were both named after Billy Mitchell. Alas, my nimble typing fingers short-circuited my brain and I misspelled the field as Mitchell thus ruining my plan. Mitchel Field was named after John Purroy Mitchel, a past mayor of New York and Major in the Air Service. He went west in an aircraft training accident at Gerster Field, LA on July 6, 1918. Both Lt Col Stidsen and my brother brought this to my attention.