



Missions for America

Semper vigilans!
Semper volans!

The Coastwatcher

Newsletter of the Thames River Composite
Squadron
GON

Connecticut Wing
Civil Air Patrol

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

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SCHEDULE OF COMING EVENTS

OCTOBER

06 OCT-PT
08 OCT-USCGA Lecture
10 OCT-Squadron Work Party
10-11 OCT-Danielson Bivouac
13 OCT-Blues
20 OCT-BDUs
24 OCT-CTWG Conference and Cadet Ball
27 OCT-BDUs

FOR FUTURE PLANNING

03 NOV-Citrus Fruit Fundraiser ends.
18 NOV-USCGA Lecture

SQUADRON WORK PARTY

Maintenance will be performed on our buildings on this coming Saturday, 10 Oct. The work part starts at 0800. Wear suitable clothing and bring tools. We anticipate a four hour session.

CADET MEETING MINUTES 29 September, 2009

C/2Lt Scannell led the Cadets in the Pledge of Allegiance and the Cadet Oath and conducted a short drill.

Experienced Cadet rocket builders assisted neophytes in constructing fizzy flyers and junk rockets.

A general cleanup of the Cadet room was conducted.

Cadet Brandon Flynn was promoted to C/MSgt.



Col Kinch Pins C/MSgt Insignia on Cadet Flynn

CITRUS FRUIT FUND RAISER

The Fundraiser is on and forms and instructions have been distributed to all Cadets and Officers who have attended the last two meetings. If you have not picked up your material, contact Major Rocketto.

We are selling 25 and 35 pound boxes of navel oranges, pink grapefruit, or a mix of both. The prices remain the same as last year, \$25 for a 20 lb box and \$35 for a 40 lb box. Delivery will be during the first weeks of December.

The sale will run from now until 03 November. If you have not picked up your fundraising supplies, get to the next meeting and see Maj Rocketto.

DANIELSON BIVOUAC

The Danielson Cadet Squadron will hold a two day bivouac and ground team training session at their airport camp ground. Maj Rocketto is prepared to lead a group of Thames River Cadets. Information will be forthcoming at the next meeting.

Fees:

Conference	Cadet-\$20	Adult-\$35
Banquet/Cadet Ball	Cadet-\$40	Adult-\$65
Conf/Banquet/Ball	Cadet-\$60	Adult-\$100

Conference registration forms are available at the Squadron trailers.

CTWG CONFERENCE

The Annual Wing Conference will be held at the University of Connecticut on 23-25 October. The primary events will be held on Saturday, the 24th and the provisional schedule follows:

Saturday, October 24th, 2009
0700-0900hrs Breakfast Buffet Lounge
0700-0900hrs Registration Front Hall
0900-1000hrs General Assembly Pavilion
0900-1600hrs Field Exercise (includes MRE lunch) TBD
1000-1050hrs FAA Class Pavilion
Check Pilot School Mansfield Room
eServices Basics Coventry Room
1100-1150hrs FAA Class Pavilion
Check Pilot School Mansfield Room
Recruiting and Retention Forum Coventry Room
1200-1300hrs Lunch Buffet Pavilion
1300-1350hrs FAA Class Pavilion
Check Pilot School Mansfield Room
Squadron Activities Workshop Coventry Room
1400-1450hrs FAA Class Pavilion
Garmin 1000 Training Mansfield Room
Public Affairs Workshop Coventry Room
1500-1550hrs FAA Class Pavilion
Garmin 1000 Training Mansfield Room
The AEX Program Coventry Room
1600-1700hrs Mid Afternoon Break Front Hall
1700-1800hrs Adult Happy Hour Pavilion
1700-1800hrs Cadet Happy Hour Mansfield Room
1800-2000hrs Annual Awards Banquet Pavilion
2000-2300hrs Col. Howard E. Palmer Cadet Ball Pavilion

USCGA LECTURES

The Saul Krasner Memorial Lecture Series is now in progress at the United States Coast Guard Academy.

On Thursday, 8 October, Dr. Charles Keeton will present a lecture entitled "A Ray of Light in a Sea of Dark (Matter).

In the 1930s Einstein used his theory of relativity to predict that the bending of light by a star's gravity could create multiple images of a more distant star. Today there are many observed cases where the gravity of a distant galaxy bends the light from an even more distant quasar. This "gravitational lensing" provides a unique opportunity to study the invisible dark matter thought to surround all galaxies, and even to detect galaxies we cannot see. The search for invisible galaxies with gravitational lensing will provide important clues about the nature of the exotic substance that pervades the universe.

On 18 November, Dr. Joanna Levine presents "Seeing into the Dark: An Infrared View of Star Formation in Orion and Beyond."

Over the past twenty years the field of infrared astronomy has grown exponentially and astronomers are able to probe deeper into the Universe's mysteries than ever before. In particular, the advent of large-scale infrared surveys has revolutionized the study of star formation. Dr. Levine will present and discuss

select results from the FLAMINGOS survey of nearby star-forming regions, including some recent work on newly-discovered circumstellar disks as well as a study of the star formation history of one of the most recognizable regions in the night sky.

Lectures start at 2000 in Dimick Hall and end by 2100. As is his custom, Maj Rocketto invites Cadet attendees to a pizza dinner at 1830 to be followed by lecture attendance. Uniform is Blues. Cadets who are interested in attending should contact Maj Rocketto via email.

SLICK GOODLIN'S AVIATION ODYSSEY

The Bell X-1, originally the XS-1, has two anniversary dates in October. The most well known is the flight in which Air Force Captain Chuck Yeager exceeded Mach One for the first time on 14 October, 1947, but a less well known event occurred two years earlier on 11 October, 1945, when Chalmers "Slick" Goodlin, a Bell Aviation test pilot, flew the first glide test in the X-1.

Goodlin is best known through William Russ' portrayal of him in the film *The Right Stuff*, based on the book by Tom Wolfe. In the film Goodlin is in Pancho's Barnes's Happy Bottom Riding Club drinking with Yeager and other pilots. He is depicted as a somewhat cheeky and cocky young man who demands an exorbitant bonus to fly the X-1. The scene was a fabrication and it angered Goodlin. In fact, the terms of his remuneration with Bell were a source of controversy, but it was far more complicated than a mere demand for excessive money.

Apparently, Goodlin had a handshake arrangement with Robert Stanley, Bell's Chief of Engineering, a former national sailplane champion, and the first U.S. aviator to fly a jet, Bell's P-59 Airacomet. Jack Woolams had been

promised \$10,000 for the XS-1 test program but had been killed in the crash of a modified Bell P-39 while preparing for the Thompson Trophy Race. Larry Bell chose Goodlin as Woolams' replacement. The agreement with Stanley promised Goodlin \$150,000, perhaps 1.5 million in current value. However, this was for a five year contract to include flying the XS-1 test program. This amounts to about \$30,000 per year which would be about ten times the earnings of an average middle class worker at the time; this is not outrageous, considering the risks.

Test flying was far more dangerous in the 1940's than today. Geoffrey deHavilland, noted British test pilot and son of the owner of de Havilland Aircraft, had just been killed attempting supersonic flight in the D.H. 108 Swallow. Bell Aircraft had lost two test pilots recently and Goodlin had already crash landed once and bailed out twice from Bell Aircraft which he was testing. Furthermore, many authorities predicted that supersonic flight was impossible and that any the attempt was a death ride for the pilot due to compressibility effects and aerodynamic forces on the vehicle. Finally, escape from the XS-1 was near impossible given the hatch design and the position of the horizontal tail relative to the exit point. Nonetheless, the 23 year old Goodlin accepted the assignment.

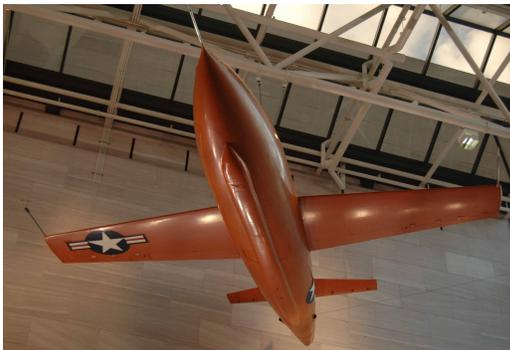
Although young, Goodlin had already collected a portfolio of impressive aviation credentials. As a fuzzy cheeked 16 year old Goodlin soloed a Piper J-3 at New Alexandria, Pennsylvania in 1939. Just over a year later, he went to Canada and enlisted in the Royal Canadian Air Force. His smooth flying style earned him his sobriquet "Slick." He was commissioned a Pilot Officer on 5 December, 1941, just two days before the Japanese attack Pearl Harbor brought the United States into World War II. As possibly the youngest RCAF pilot, he served as a flight instructor and did one combat tour in Spitfires. In late 1942, he transferred to the United States

Navy and flew acceptance tests for naval fighter planes. The Navy released him in 1943 to join Bell Aircraft and he soon worked his way up from flight testing to experimental testing and the XS-1 assignment.



Supermarine Spitfire, possibly a Type 9, in British colours but similar to what Goodlin flew as an Israeli Air Force fighter pilot

The initial glide tests for the XS-1 were conducted at Pinecastle Army Air Field, Orlando, Florida but were soon moved to the hospitable flying weather and execrable living conditions at the remote Muroc Dry Lake, California. There, Goodlin performed his first glide test in the XS-1. For almost a year, Goodlin continued to wring out the XS-1 but a complicated bureaucratic situation developed which would lead to his removal from the flight program and the substitution of Yeager.



Bell X-1 at the National Air and Space Museum on the Washington Mall

The controversy developed within a labyrinth created by the tripartite division of responsibilities and obligations within the program. First, Bell Aircraft, the contractor had primary responsibilities for the flight testing. Secondly the Langley Memorial Aeronautical Laboratory of the National Advisory Committee for Aeronautics

(NACA) was charged with instrumentation and high speed research. Finally the newly fledged United States Air Force and its Air Material Command at Wright Field, Ohio, were interested in the military applications. All three groups not only had prestige but pertinently, financial stakes in the project and a series of disagreements arose about the conduct of the program as each group tried to advance its own interests.

The budgetary cutbacks of the postwar era caused Bell to lose most of its military contracts and it faced a huge contraction of its manufacturing base. NACA faced similar financial constrictions and saw its position weakened as the premier United States aeronautical research organization. German advances in high speed flight during World War II proved an embarrassment to the somewhat conservative NACA. And he newly independent Air Force was eager to enter the field of aviation research and was spearheaded by the dynamic Colonel. Albert Boyd, a test pilot and head of its Flight Test Division, but was also hampered by funding cutbacks.

Ultimately, although Bell wished to maintain control, the program passed into the hands of the Air Force and they balked at the payments which Bell has promised Goodlin. The military also saw a fantastic public relations opportunity for the new service so Yeager, earning a salary of about \$3,500 per year, about a tenth of Goodlin's planned reimbursement was chosen to fly and on 14 October, 1947, he rocketed into aviation history.

Goodlin looked about for new opportunities. The newly independent State of Israel was besieged by its surrounding neighbors and had a pressing need for military aviators in the spring of 1948. Goodlin became a Mahal volunteer and for the next two years, flew for the Israeli Air Force. On

7 January, 1948, Goodlin and fellow Mahal pilot John McElroy, a former RCAF pilot and WWII ace, were flying a combat patrol in Spitfires when they encountered four other Spitfires. Assuming

they were Royal Egyptian Air Force craft, British and Egyptian paint schemes being similar and they engaged in combat and downed all four, splitting the kills evenly. Upon returning to base, they learned, regrettably, that the aircraft were British Royal Air Force planes.

After the cessation of hostilities, Goodlin flew military transports and served as the first test pilot for the Israeli Air Force. He then engaged in private ventures, flying refugees out of Europe and Aden, piloting relief missions during the Nigerian Civil War, and establishing and operating several charter airlines.

But once again, controversy swirled around Goodlin in his last major venture when, upon returning to the United States, he associated himself with the Burnelli Company and became involved in an aviation conspiracy story which even surpasses that which surrounds the better known one about the Northrop Flying Wing.

The controversy actually started in the prewar years. Vincent Burnelli was an aircraft designer who pioneered the lifting fuselage, a design which exhibits features of both a flying wing and a blended body aircraft. Extraordinary claims were made that the Burnelli design was not only safer than conventional aircraft but more efficient. At one point, according to some sources, the Burnelli design, which dated back to the late 1930s, was about to be adopted by the United States. However, when President Franklin D. Roosevelt found out that the financial backer of Burnelli was Arthur Pew of the Sun Oil Company he squelched the deal. Pew had backed Wendell Willkie, Roosevelt's Republican opponent in the 1940 presidential campaign. Furthermore, a rumor identified Pew as a conspirator in an alleged plot to overthrow Roosevelt during the 1930's, a plot which was made public by none other than the controversial General Smedley Butler, USMC, two time recipient of the Congressional Medal of Honor.

One of Goodlin's first postings with Burnelli was

flying the CBY-3 Loadmaster, a mature design constructed by the Canadian Car and Foundry Corporation. Goodlin flew the Burnelli CBY-3 Loadmaster, became a stockholder in Burnelli, and eventually, President and Chief Executive Officer. He became more cantankerous with age, accusing Boeing and Northrop of pirating Burnelli design features. He ran a general crusade against the aircraft industry for what he claimed was a conspiracy to suppress the Burnelli design. Some of his own supporters suggested that his fervor in supporting Burnelli and attacking the industry and government was excessive.

Interestingly enough, the sole surviving CBY-3, once flown by Goodlin, resides in faded splendor at the New England Air Museum, in East Windsor, Connecticut. Supposedly, Canadian aviation historians would like to get the aircraft back to restore it but the NEAM is unwilling to give it up.



Burnelli CBY-3 sits forlornly at the New England Air Museum, East Windsor, Connecticut

Among his honors, Goodlin was an Honorary Fellow of the Society of Experimental Test Pilots, an Honorary Member of the American Rocket Society, commended by the American Red Cross for humanitarian Efforts in the Nigerian and Biafran Relief operations. He held membership in Ye Anciente and Secret Order of Quiet Birdmen, the Caterpillar Club, the OX-5 Club, the Royal Aero Club, and the American Institute of Aeronautics and Astronautics.

Goodlin went West on 20 October, 2005, leaving in his wake, a remarkable history of achievement and controversy.