



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

- 31 OCT-CAP Safety Down Day
  - Propbusters RC Club Visit
  - TRCS Command Post Exercise

### FOR FUTURE PLANNING

- 02-07 NOV-USAF Evaluation
- 03 NOV-PT-Citrus Fruit Fundraiser ends
  - Maj Lesick, Director of Cadet Programs visit
- 10 NOV-Character Development-Blues
- 17 NOV-Aerospace-BDUs
- 18 NOV-USCGA Lecture
- 20-22 NOV-Danielson November Bivouac
- 24 NOV-Emergency Services-BDUs
- 28 NOV-TRCS Rifle Training
- TBA-Danielson December Bivouac
- TBA-IG visit

## CADET MEETING MINUTES **29 October, 2009**

Maj Bourque led a session on the documentation and academic training needed to qualify in Emergency Services.

Lt Wojtcuk ran a testing session.

Maj Rocketto's current events remarks were about the postponed launch of the Ares 1-X. The two stage vehicle is a proposed replacement for the Satellite Transportation System (Shuttle) and a second attempt will be made on Wednesday, the 30th.

Col Bourque discussed the wearing of the uniform and demonstrated the proper way to shine combat boots.

## CITRUS FRUIT FUND RAISER ***LAST SEVEN DAYS!***

We are selling 25 and 40 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.

At the present time, Maj Rocketto is the leader with 39 boxes sold followed by Cadet Herzog, 17 boxes, Col Doucette with 10, Lts Lintelmann and Miller with seven, Col Kinch and Capt Noniewicz with six, Maj Bourque with four, and Maj deAndrade and Neilson with two each. Maj Bridgewater and Lt Humes made generous donations in lieu of selling fruit. The sale will run from now until 03 November and delivery is expected in the first weeks of December. If you have not picked up your fundraising supplies, get to the next meeting and see Maj Rocketto.

**SAFETY DOWN DAY/PROPBUSTERS/AF  
EVAL PREP**

*31 OCTOBER, 2009*

Cadets and Officers will gather at 0800 on Halloween. Both groups will participate in discussions and reviews of CAP safety policy and operations procedures including one on firearms safety. At 0930, the Cadets will depart for the Propbusters Radio Control Airfield in Salem where they will be briefed on model flying safety, observe some flying, and get an opportunity to fly radio controlled aircraft under the guidance of a club instructor. Cadet families are invited to attend.

Seniors will remain at Groton and continue the safety program under the direction of Capt Noniewicz.

The Senior afternoon activity will consist of a Command Post Exercise. Various scenarios based upon SAR problems will be presented and Officers will practice setting up missions based upon the information presented.

**DANIELSON BIVOUCAC**

An Emergency Services Training Bivouac is planned for the Danielson Airport campground on 20-22 November. Col. Provost cautions Cadets to wear wool socks. Wool retains heat even when wet. Other fabrics result in cold feet and increase the chance of frostbite. In addition, Cadets will not wear jungle boots. Only combat or civilian boots will be allowed. Uniform regulations are suspended for this variance in footwear.

**SENIOR ACTIVITY**

*29 OCTOBER, 2009*

Maj Neilson, Capt Noniewicz, Lt Farley, and Col Doucette worked on planning for the USAF evaluation scheduled for the first week in November

**CONNECTICUT WING CONVENTION  
AND CADET BALL**

Eleven Squadron members attended the event held on the University of Connecticut campus. Participants attended a wide range of workshops offered by both the Federal Aviation Administration's Safety Team under the direction of Jim Adams and members of the Wing Staff. Col Mary Feik came up from Maryland and presented Feik Award Ribbons and certificates to Cadets who had earned them this year.

Five Squadron members were singled out for honors. Col Herbert earned the Historian of the Year Plaque Lt Wojtuck was presented with the Character Development Officer of the Year Award. Lt Lintelmann was named Finance Officer of the Year. Maj Rocketto garnered Officer of the Year Awards for Public Affairs and Aerospace Education and an Achievement Certificate for Outstanding Duty Performance for his work on the Conference Committee.



*Lt Wojtuck receives the CDO of the Year plaque from Col Jensen, Connecticut Wing Commander.*



*Former Wing Commander and Thames River member, Col Frederick Herbert displays his Historian of the Year Award.*

Members who attended were Cadets Abi and Lexie Wojtcuk, SM Adam Wojtcuk, Lt Robin Wojtcuk, Maj Bourque, Lt Scott Farley, Lt Willi Lintelmann, LtCol Tom Wisehart, Col Fred Herbert, and Maj Stephen Rocketto.

At the formal dining out banquet which followed the business meetings, Lt Wojtcuk served as Madam Vice, awarding penalties to those Cadets and Officers who offended the propriety of The Mess by their lack of social grace and ignorance of the traditional rules of conduct. Imagine someone so *gauche* as to pass the port to the right!

The banquet was followed by the Cadet Ball.



*Cadets Abigail Wojtcuk and Alexis Wojtcuk flank fellow Cadets at the Cadet Ball.*



*Lt and Mr. Wojtcuk demonstrate civilized dancing.*



*The Sergeants Wojtcuk whirl with their partners.*

### **HISTORICAL EVENT OF THE MONTH**

The chronology of monthly aerospace anniversaries which have been featured for the past two years has been discontinued. In its place, *The Coastwatcher* will run a feature article highlighting some historical aviation event and aviator for the coming month. Our first article, in a previous issue celebrated the world record seaplane flight of the Mercury captained by D.C.T.Bennett in October of 1938. The November article follows:

### **HISTORICAL EVENT OF THE MONTH** **SCOTT CROSSFIELD CRACKS MACH 2**

Most Cadets and Officers know that Chuck Yeager was first to Mach One but less well known is that another aviation milestone was passed on an unusually cold day in the California desert when, on November 20th, 1953 Scott Crossfield took the Douglas D-558-2 Skyrocket past Mach Two.

The Skyrocket was one of a series of the early "X planes" whose contrails laced the skies over Muroc between Yeager's Bell XS-1 supersonic dash in 1947 to the the 199th and last flight of the

North American X-15 in 1968. Albert S. Crossfield piloted seven of these pioneering ships as a test pilot first for the National Advisory Committee on Aeronautics (later NASA) and then for North American Aviation.

The Douglas Skyrocket, a Navy sponsored project, was one of the many successful aircraft which sprang from the drawing board of the prolific Ed Heinemann. Originally designed to carry both a turbojet engine and a rocket and to take off conventionally, a redesign eliminated the turbine and adopted the air drop method for launching.



*The Douglas D-558-2 Skyrocket displayed in pristine glory at the National Air and Space Museum, The Mall, Washington. Crossfield had 14 flights in this aircraft.*

She was flown by a pantheon of the legendary test pilots of the "golden days" of flight testing at NACA's High Speed Flight Research Station, now known as the NASA Dryden Flight Research Center, Edwards AFB, California. Aside from Crossfield, luminaries such as Gene May, Bill Bridgeman, Marion Carl, Joe Walker, Frank Everest, and Al Boyd also flew one or more of the 311 flights in the Skyrocket program.

For the historic flight, a Boeing P2B-1S, the Navy designation for the B-29 Superfortress, lifted Crossfield and the Skyrocket aloft. The aircraft has been carefully prepared. Technicians chilled the alcohol fuel to reduce its volume and allow more of it to be carried and waxed the aircraft skin to reduce frictional drag. At an altitude of 32,000 ft., the Skyrocket was dropped. Crossfield ignited the four barrels of the Reaction Motors rocket and started climbing.

At around 72,000 ft, Crossfield initiated a pushover and entered a shallow dive reaching a speed of Mach 2.05 before all fuel was spent and a standard powerless descent and dead stick landing were made on the lake bed.

He was met on the ground by Walt Williams, another aerospace pioneer. According to Crossfield,

Walt Williams undoubtedly has personally contributed more to U.S. Aerospace than any other man of the last half of the 20th century. From the X-1 through the Shuttle, for forty years he has held the key decision role in the entire manned research aerospace operational effort.

Williams was project engineer for the X-1 program, one of the initiators of the X-15 concept, system engineered the Gemini and Titan programs, and retired as NASA's Chief Engineer in 1982.

Also present that day was Civil Air Patrol icon Mary Feik, a close friend of Crossfield, on assignment from her duty station at Wright Field, Ohio where she performed flight test duties.

Feik has commented that he was an extraordinarily generous person who was lavish in praise for those who were connected with his flights. About his Mach Two flight he commented that:

At least 40 people deserve to share in any credit which is attached to this flight. I guess maybe I should increase that figure to include every man and woman at NACA's high speed Flight Research Station-they all had a part in the preparation and the carrying out of the research flight.

Albert Scott Crossfield was born in Berkeley, California. His academic studies were interrupted

by World War Two but he earned both a bachelor's and a master's degree in aeronautical engineering from the University of Washington. He held a private pilot's license and joined the Navy where he served as a Navy flight instructor and maintenance officer, continuing service in the Reserves. Eventually, he joined NACA and commenced his work with experimental aircraft.



*As a naval reservist during the post-war period, Crossfield flew Vought Corsairs as part of a Navy aerobatics team.*

Scott Crossfield is notable in that he did not regard himself first as a test pilot. He stated that he was "...an aerodynamicist, a designer by training. Flying to me is not an end but a means to the end of designing better handling and performing aircraft for pilots to fly."

However, his flying career was remarkable. Among all of the pilots flying the research aircraft at Muroc during the two decades from the X-1 to the X-15, Crossfield ranked second in number of flights, 207, after Gene May's 254. Crossfield was followed by Joe Walker, 168, John McKay, 91, and Chuck Yeager, 59.

Here are some of the planes which Crossfield piloted during those technical and scientifically fruitful but danger filled years.



*Convair's delta winged XF-92 from which much was learned about the behavior of the highly swept and tapered, low aspect ratio, wings.*



*The Douglas D-558-2 turbojet provided much useful data on high subsonic flight handling.*



*Crossfield flew 10 flights in the Bell X-1.*



*Northrop's X-4 Bantam probed the problems of stability in an aircraft with or horizontal stabilizers.*



*The Bell X-5 was equipped with variable sweep wings which could be set in flight at values of 20, 40, and 60 degrees of sweep.*



*North American's X-15A-2 equipped with external fuel tanks allowing 60 seconds more of powered flight.*

When Crossfield left NACA, he went to North American Aviation where he worked as a design consultant and ultimately, first pilot of the hypersonic X-15, a vehicle which earned Astronaut Wings for USAF pilots Michael Adams, Joseph Engle, William Knight, Robert Rushforth, and Robert White. Three NASA pilots William Dana, John McKay, and Joseph Walker also exceeded the fifty mile altitude which earned the coveted wings for their military compatriots.

Following North American Aviation, he worked in a wide range of aeronautical endeavors. He was a well known figure at the annual Experimental Aircraft Association Show at Oshkosh. He was a

Colonel in the Civil Air Patrol and a strong advocate of CAP and of its aerospace education mission. Officers who earn the Master Rating in the Aerospace Education Specialty Track are awarded the Crossfield ribbon. He also instituted the A. Scott Crossfield Aerospace Teacher of the Year Award which honors a selected primary, elementary, or secondary teacher each year.

Crossfield was a fellow of the American Institute of Aeronautics and Astronautics and the Society of Experimental Test Pilots. In 1961, at a White House ceremony, President John F. Kennedy presented the National Aeronautics Association's Collier Trophy to Crossfield.

He holds numerous awards and recognitions for his research flights from such prestigious organizations such as the Air Force Association, the Institute of Aeronautical Sciences (now AIAA), the Air Force Association, the Experimental Aircraft Association, and the *Federation Aeronautique Internationale*,

At the age of 84, Crossfield went West on April 19th, 2006, in a weather related accident while flying his Cessna 210. He had given a speech to a group of young Air Force officers who were attending the Air University at Maxwell Air Force Base in Alabama and was returning home but went down near Ranger, Georgia due to structural failure in severe weather. The wreckage was located by fellow CAP officers flying a search and rescue mission.

Scott Crossfield's accomplishments will live on in the aerospace sciences which he pioneered. But more important, the technology, science, and art of aviation will advance as a result of the education programs which he so enthusiastically promoted.