

Missions for America  
*Semper vigilans!*  
*Semper volans!*



## The Coastwatcher

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

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### *SCHEDULE OF COMING EVENTS*

01 SEP-Cadet Program with Salem Propbusters  
15 SEP-Advanced Communications Course  
15 SEP-CTWG Rifle Tournament  
16 SEP-WWI Day at Olde Rhinebeck  
21-23 SEP-USAF Compliance Inspection  
29 SEP-Wings Over Westerly 1000-1500

10-11 OCT-NER A/S Education Academy  
12-14 CT-NER Conference  
20 OCT-Commander's Cup Rocket Competition  
03 NOV-Basic Communications Course  
10 NOV-CTWG Conference-Cromwell  
18 DEC-Annual Squadron Holiday Party  
25 DEC—1 JAN No Meetings

### SQUADRON HATS AND T-SHIRTS

A fresh supply of hats and shirts are now available from the squadron haberdashery. Hats are \$10 and

shirts are \$13. Contact Maj Noniewicz if you wish to make a purchase.

### CADET MEETING MINUTES

28 August, 2012

The meeting commenced with a one half hour drill session. The cadre met to schedule lessons for September, a character development session on values and goal setting and a review of training requirements and personnel files was held.

A promotion ceremony concluded the meeting.



*Cadet Justin Ketcham receives his C/AIC insignia from C/1stLt Daniel and Capt Wojtuck*

*C/AIC John Meers is congratulated upon qualifying for the Arnold.*



*C/AIC Sinjin Benitez receives his insignia from his mother assisted by Capt Wojtcuk.*



*Maj Noniewicz assists pinning C/TSgt insignia on Rickenbacker awardee Cadet Keith Trotochaud*



## SENIOR MEETING MINUTES

28 August, 2012

Squadron members worked on individual qualifications and projects.

## AEROSPACE CURRENT EVENTS

### *Gone West*

*Neil Armstrong*

*05 August, 1928-25 August, 2012*

Neil Armstrong, engineer, combat pilot, experimental test pilot, and astronaut departed earth on Saturday last.

Armstrong, an Ohio native, flew 78 combat missions during the Korean war. In 1955, he joined the National Advisory Committee for Aeronautics and served 17 years with NACA and its successor agency, NASA.



*Armstrong, a pilot with VF-51, flew the Grumman F9f-2 Panther off the USS Essex during three combat tours in Korea.*

Armstrong flew experimental aircraft at NASA's Flight Research Center at Edwards AFB and contributed greatly to the research programs for high speed flight, high altitude flight, and aircraft thermodynamics and stability. Among the aircraft flown were the variable sweep winged Bell X-5, the Bell X-1B which was used for gathering thermodynamic data and later the first aircraft equipped with a reaction

jet control system, and North American's hypersonic X-15. While at FRC, he logged some 900 flights, in about 50 aircraft types, the greatest number of which were in NASA's R4D/DC-3 fleet.



*The Bell X-5, the first aircraft with the ability to sweep its wings in flight, a feature later incorporated into planes such as the F-111, the F-14, and the B-1. Armstrong flew this aircraft once, on its last flight.*



*The Bell X-1B, in which Armstrong logged four flights, was used to study aircraft heating and to test reaction jet control systems, later used on the X-15 and in the space program.*



*Armstrong flew the X-15 seven times. In this aircraft,, X-15-1 now at the National Air and Space Museum, he reached Mach 5.74 (3,989 mph).*



*This Douglas F5D Skylancer, perched at the Neil Armstrong Air and Space Museum in Wapakonata, Ohio was flown by Armstrong as part of the USAF-NASA Dyna-Soar project which examined the feasibility of lifting re-entry and abort procedures for the proposed X-20. Note the CAP van "flying" in echelon with the Skylancer in a study of comparative lift to drag ratios.*

In 1962, Armstrong entered the second class of astronaut trainees. As command pilot on Gemini 8, he and David Scott performed the first docking in space. After undocking, the malfunction of a reaction thruster caused their capsule to enter a high speed roll. Recovery required use of the reentry system, a step which cut the mission short.

Armstrong's second foray into space was as commander of Apollo 11 in which he, Buzz Aldrin, and Michael Collins landed on the moon.

After the moon landing, Armstrong accepted a position as Deputy Associate Administrator for aeronautics for the Office of Advanced Research and Technology, Advanced Research Projects Agency. His chief contribution during the scant one year which he spent in this position was to advocate for a digital fly by wire control system which was then flight tested in a Vought F-8C Crusader and ultimately adopted by many aircraft from Airbuses to the Northrop B-2.

Armstrong stated that "I am, and ever will be, a white-socks, pocket protector nerdy engineer. And I take substantial pride in the accomplishments of my profession." He became a Professor of Aerospace Engineering at the University of Cincinnati for nine years before accepting a variety of technical and board positions at various private enterprises.

His academic credentials include a Bachelor of Science in Aeronautical Engineering from Purdue

and an Masters in Aerospace Engineering from the University of Southern California.

He was a Fellow of the Society of Experimental Test Pilots and of the Royal Aeronautical Society and an Honorary Fellow of the American Institute of Aeronautics and Astronautics.

The most taciturn of all of the astronauts, it was said that trying to get a statement out of him was like trying to take a piece of meat from the jaws of a hound! To the public, he was the Lindbergh of the space age, a test pilot, a hero who rode the fire on one of the most momentous voyages ever. But his real heroism was a function of his unique character. Frank Borman noted that Armstrong was not like the other astronauts. He was not just operationally oriented but sought a deeper understanding, not just the how of a system but the why.

Michael Collins opined that he was more thoughtful than the average test pilot. "If the world can be divided into thinkers and doers-test pilots tend to be doers and not thinkers. Neil would be in the world of test pilots way over on the thinker side." Characteristics which other astronauts applied to him were reserved, patient, professional, friendly, laid-back, and in possession of a "sly sense of humor."

After the lunar landing, he exercised extraordinary control over his life, fighting to maintain his privacy but partook in projects and causes which particularly interested him and to which he could make genuine contributions.

He sought no publicity and did little to capitalize on his fame. The ability to maintain a sense of equilibrium in his life speaks well of his fundamentally decent character. Most of his colleagues in the space program could have commanded Apollo 11 and been first to step on the moon. But few could match the bearing of the modest and reluctant hero from Wapakonata.