



Missions for  
America

*Semper vigilans!  
Semper volans!*

## The Coastwatcher

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

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### *SCHEDULE OF COMING EVENT*

19 MAY-TRCS Meeting  
26 MAY-TRCS Meeting  
-30-31 MAY-install floor in Cadet trailer

13 JUN-TRANEX-HFD/MMK  
14 JUN-Cadet Competition

11-12 JUL-Vietnam 50th-103<sup>rd</sup> Airlift Wing-BDL  
TBA-CTWG TRANEX-HFD/GON  
25 JUL-CTWG Conference-HFD

01-08 AUG-CTWG Encampment  
TBA-NER Cadet Competition  
21-23 AUG-CTWG/USAF Evaluation  
15-23 AUG-NER Glider Academy@KSVF  
26-29 AUG-CAP National Conference

12 SEP-Cadet Ball-USCGA

### **THE PUZZLER SPEAKS!**



The ship picture is the Cunard ocean liner, *RMS Mauretania*. In 1948, this ship participated in a significant aviation event. What was that event. The answer may be found in the Aerospace History column.

### **CADET MEETING MINUTES**

*19 May, 2015*

*Submitted by*

*C/SMSGt Daniel Hollingsworth*

A physical training test was given.

2dLt Joel Drost led a character development seminar.

### **SENIOR MEETING MINUTES**

*Senior Staff Meeting*

*19 May, 2015*

Maj Roy Bourque briefed the assembled officers on van protocol: receiving and renewing CAP driver licenses, vehicle inspection, and required documentation.

Officers worked on individual projects or training.

## **HERBERT MEMORIAL**

16 MAY, 2015

Two past Connecticut Wing Commanders, Colonel Jim E. Palmer (2003-2006) and Colonel Peter Jensen (2006-2009), now Captain Jensen of the USCG Auxiliary led the CTWG delegation at the memorial service for Colonel Frederick Herbert (1997-1999). The service was held at the Preston City Congregational Church.

Thames River was represented by LtCols Wisehart, Doucette, and Rocketto, Maj Borque, and Lt Meers. Squadron Commander John deAndrade was out of town and sent his regrets.

## **AEROSPACE CURRENT EVENTS**

On 23 May, the planet Saturn will be in its best position for observation from earth and be visible most of the night. Saturn is both at opposition to the sun and perigee. This means that both planets are on the same side of the sun and the three objects, sun, earth, and Saturn, for a straight line. Consequently, Saturn is about as bright as it gets.

To find Saturn, find the constellation Scorpio, one of the few constellations that looks like its name, scorpion, a backwards “J” shape containing the red star Antares. Saturn will be the brightest object above Scorpio. The direction to look is the southeast and it will reach its highest point in the sky just after midnight.

The rings are well oriented for observation but will only be visible in a small telescope. Since Saturn is about ten times further from the sun than earth, the speed of light means that when you observe Saturn, you see it about 72 minutes in its past.

The Coastwatcher entertains three theories as to the constituents which make up the rings of Saturn. Most likely, we believe it is the baggage which airlines have lost. On the other hand, the rings could be made up of socks. Whenever you find only one sock in your wash, it has been hypothesized that the missing sock has migrated

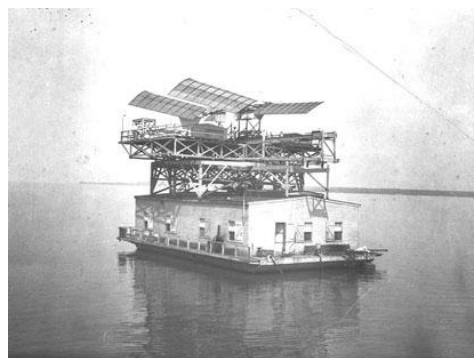
to Saturn. The final theory that the rings of Saturn consist of wire coat hangers which seem to accumulate in your closet. The Theory of the Conservation of Mass suggests that the socks and baggage replace the hangers when the hangers migrate to your closet, thus keeping the mass of the rings constant.

## **AEROSPACE HISTORY**

In 1948, *RMS Mauritania* returned the Wright Flyer to the United States from the Science Museum in London where it had been on display since 1928. Why the Flyer ended up in the United Kingdom for two decades is a story worth studying.

In 1903, both Samuel Pierpont Langley, Secretary of the Smithsonian Institution and the Wright Brothers were on the verge of attempting the first powered flight of a manned heavier than air machine. Langley, a noted scientist had the support of the U.S. Army which, in 1898, invested \$50,000 dollars in Langley's experiments. The Wright used their own funds.

Both parties had a long and well documented scientific study of the problem of flight. Langley's craft, what he called an aerodrome, was a tandem wing design, was designed to be catapulted from a houseboat and then land in the Potomac River. Piloted by Langley's assistant, Charles Manley, both attempts, on October 7<sup>th</sup> and December 8<sup>th</sup> failed due to structural weaknesses and launch problems.



On December 17<sup>th</sup>, the Wrights launched the Flyer

at Kill Devil Hill near Kitty Hawk, North Carolina. The Wright approach to manned and powered flight differed from most of their contemporaries in that they emphasized control in three axes over stability. Their design was a canard biplane powered by a single engine driving two propellers and incorporated a rudder, elevator, and roll control by wing-warping.

The entrepreneurial Wrights were interested in a return on their investment and won a U.S. patent which gave them the rights for “controllable aircraft.” Then, a bitter legal fight started between the Wrights and Glenn Curtiss. In 1909, the Wrights claimed Curtiss infringed upon their patent and demanded royalty payments. Curtiss had introduced ailerons for roll control whereas the Wrights used wing-warping and Curtiss argued that ailerons were not covered by the Wright patent. In 1906, the courts agreed that controllability was at the heart of the Wright's argument and awarded the a patent which allowed the Wrights to collect license fees.. But the fight was not over, U.S. aircraft development was crippled, and litigation continued until the World War One emergency at which time the U.S. Government ordered that a patent pool be formed so as not to hinder war-time aircraft production.

Langley died the same year that the Wrights won their suit and he was succeeded by Charles Wolcott. The Wrights offered to donate the Flyer to the Smithsonian but Wolcott refused. Wilber Wright died in 1912 but Orville became suspicious of a Smithsonian offer to accept a later Wright model which would be displayed with Langley's earlier design which was designated "the first man-carrying aeroplane in the history of the world capable of sustained free flight" This was an indirect challenge to any Wright claim to priority driven by Wolcott's desire to grant Langley, his friend and predecessor, honor for his aeronautical achievements.

Suspensions deepened when, in 1914, the Smithsonian had Glenn Curtiss modify the Aerodrome and make some short flights off Lake Keuka in New York. Many details of the affair are murky but the Smithsonian contributed \$2,000

to the experiments and the weakening of the Wright claim could only help Curtiss in his patent dispute. The experiment was repeated after the War with a highly modified Aerodrome.

Orville Wright was incensed. He threatened to loan the Flyer to the Museum of Science but the Smithsonian balked and, in 1926, the Flyer was shipped to England. In 1942, the Smithsonian, now headed by Wolcott's successor, Charles Abbott, published a list of the Aerodrome modifications and admitted its misleading claims so Orville asked the London Museum to return The Flyer. Alas, World War Two raged and The Flyer was stored, with the *Magna Carta* and the Crown Jewels, in a cavern 100 miles from London.

In 1948, Orville died and the executors of his estate entered into a written agreement with the Smithsonian for transfer of the Flyer with several provisos, one of which restricted the Smithsonian from recognizing any design prior to the Flyer as “...capable of carrying a man under its own power in controlled flight.” The specter of Langley's ghost still haunted the Wright legacy.

Today both The Flyer and the Aerodrome on displayed by the Smithsonian. The Flyer is on display at the National Air and Space Museum on the Washington Mall. The Aerodrome, restored to its original configuration, may be seen at the NASM Udvar-Hazy Annex



*The Aerodrome at the Udvar-Hazy Annex*

*The Flyer framed by the Bell X-1, a Goddard Rocket, and a Space Capsule in the Milestone of Flight Gallery*

