



The Daedalean

Semper Discens

*Monthly Aerospace Education Newsletter of the Connecticut
Wing of the Civil Air Patrol*

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Volume 1, Number 1

January, 2008

Purpose of the Daedalean

The Daedalean will function as an information conduit for the Aerospace Education Officers of the Connecticut Wing. Publication will be monthly and as close to the last week of the month preceding the month of nominal publication. Readers are invited to submit comments or material for publication.

Origin of the name “*The Daedalean*”

Daedalian is the adjectival form of the proper name Daedalus. According to one version of Greek Mythology, Daedalus was a skilled artificer, an engineer-of sorts, commissioned by King Minos of Crete to create a labyrinth to imprison a creature called The Minotaur. In order to protect the secret of The Labyrinth, King Minos imprisoned Daedalus and his son Icarus in a tower.

As would any good engineer, Daedalus regarded

the prison as a solvable problem. Over time he gathered the feathers of birds and saved the wax from candles. From these raw materials he fashioned wings for himself and his son with which to make good their escape.

Before taking flight, Daedalus counseled his son as to the proper use of these artifacts. He cautioned him not to fly too high for the sun might melt the wax and cause structure failure. Moreover, flying too low carried its own danger. The humidity of the sea air would moisten the feathers and, increasing weight and destroying lift leading to a stall-spin. The Aristotelean mean ought to be followed, neither be too prudent nor too rash.

After some cursory flight practice, Daedalus and Icarus launched from the tower and commenced their flight from Crete to the Greek mainland. As might be expected, in a tradition maintained to this day, Icarus ignored his father's advice, flew too close to the sun, experienced structural failure, and fell to his death in what is now known as the Icarian Sea.

The property of 'daedalian' refers to anything artfully contrived, skillful, artistic, or ingenious. The last word, "ingenious", finds its root in the same Latin word from which engineer is derived.

Incidentally, the Society of Daedalians is an organization open to any one who has obtained a pilot certification through the U.S. military. Their publication is the *The Daedalus Flyer*. I have chosen the alternate spelling of "Daedalean" for our publication.

2008 COMMANDER'S CUP Rocketry Contest

I have been in conference with Cols Valleau and Marteka and we have discussed the format for the rocketry contest. We plan to finalize our plans soon and announce the rules and date so that all contestants will have sufficient time to prepare.

Expect details in the February edition of *The Daedalean* which should reach you in the fourth week of January.

AN OPPORTUNITY NOT TO BE MISSED

The American Institute of Aeronautics and Astronautics is the premier professional organization for aeronautical engineering professionals. The AIAA sponsors an Educator Associate Program for those involved in teaching aerospace and I have ascertained that AEOs are eligible. The program is at no cost and there are a number of benefits including free conference membership, a grant program, and a book prize for your squadron library or for a Cadet.

Our Hartford Section also sponsors a series of lectures each year. In the recent past, test pilots for the F-35 and X-46 program have spoken as well as an expert from Pratt who discussed the hypersonic engine. We also sponsor our members at New England Air Museum Open Houses.

I sit on the Hartford Section Council and manage the pre-university program. In the past, we have offered a free book each year to each of our Educator Associates. In addition, the AIAA will be holding a major conference in Hartford next summer with a major educational component so there are some immediate benefits.

I urge each of you to join. This is how you do it. Call up the AIAA website on your computer at <http://www.aiaa.org>. Then click on the "Students and Educators" menu selection at the top of the page. Then click on "K-12 Educators" located on the right hand side of the page. This will bring up a page with information. An orange block is located towards the center of the page which says "join now." Click on it. This will bring up an e-form which you can submit directly. You may choose "JR Aviation" as the class which you teach and you will list the Civil Air Patrol as your affiliation and business address.

Please let me know if you have any difficulties or

if you have any questions. I would also like notification if you do decide to join. Remember, there is no cost for this program and no time obligation. There are only material benefits.

WING AEROSPACE EDUCATION WORKSHOP

The theme for the Wing Convention in April is centered on "Training." I have been asked to one or two fifty minute seminars directed at the subject of aerospace education. Here are a few ideas of what might be covered and I seek your feedback.

1. A seminar which teaches how to set up and run a number of useful practical demonstrations of lessons which illustrate aerospace concepts.
2. A seminar which deals with the nuts and bolts of professional advancement in the Aerospace track.
3. A seminar which explores resources available to the aerospace educator

I would appreciate feedback from you on what might tempt you to sign up for an hour or two. I would also like to hear alternate suggestions.

CALENDAR

MON/31 DEC	Close date for AFA grants
TUE/15JAN	Squadron AE reports due
SAT/26 APR	Wing Convention

Profile of the Director of Aerospace Education

Stephen M. Rocketto, Capt., CAP

I am a relative newcomer to CAP with only two years of service. My educational background is in philosophy and aeronautical engineering. During the 1960s and early'70s, I was a private rolls employee of the U.S. government working overseas on various facets of the space program. Later, I returned to graduate school, worked as a

commercial pilot, and then commenced a career teaching philosophy and physics until retirement. My aviation credits include an FAA. Commercial Certificate, ASMEL, Instrument and Advanced Ground Instructor. I also hold licenses for Peru, Chile, and Australia. I am a CAP Observer and Scanner and plan on taking a Form 5 check ride by year's end. I will also be working with the FAA Safety Team out of Groton.

I am an enthusiastic small bore and high power rifle competitor and coach and participate at the national and international level and serve the U.S. Army as a Squad Designated Marksman Instructor.

My principal intellectual activity is reading, especially history, science, and philosophy. In addition, former students and I are involved in a company, Aquila Systems, Inc, which develops and markets software and hardware for the real time acquisition of weather satellite data.

I am basically a field operator and after many years of being buffeted by the struggles and tensions that occur between the field and headquarters, I have elected to follow a model of education modeled on a confederacy. The Civil Air Patrol educational program is so rich in opportunities and activities for both Cadets and Officers that it is unreasonable to expect anyone to do everything. Similarly, squadron interests and AEO strengths differ so it seems reasonable to allow a free choice of what pursuits may be followed as long as they adhere to the principles of CAP and the structure of the regulations.

So rather than a top-down approach, I choose to recommend that each and every squadron select what they might wish to specialize in as part of the aerospace educational program. My function will be to reduce the organizational frictions, support your efforts to the best of my ability and to bring the full weight of Wing and National resources to assist the efforts of Squadron AEOs.

Needless to say, I am a hostage to your efforts to support whatever program you decide will best

serve the needs and interests of your Squadrons and I require your counsel and communications which will assist me in successfully completing my mission. Please feel free to communicate freely and I pledge to respond accordingly.

MEMORIES OF JANUARYS PAST

01 JAN 57-The last Consolidated PBY is retired from the U.S. Navy.



Pylon Mounted PBY-5A at San Diego Air and Space Museum



Red River Valley Face-Off



02 JAN 67-Operation BOLO-F-4s of 8th TFW ambushes NVAF in Red River Valley shooting down 7 MiGs.

07 JAN 63-First Flight of the Short Skyvan.

03 JAN 53-First Flight of the Cessna 310.



Cessna U-3A "Blue Canoe" at Travis AFB, CA



NASA Skyvan Used for Mid-Air Recovery of Payloads, Wallops Island, VA

04 JAN 53-First Flight of the North American XA2J-1 Savage.

08 JAN 44-First Flight of the Lockheed XP-80 Shooting Star.



AJ Savage at National Museum of Naval Aviation, Pensacola, FL



P-80A at Kalamazoo Air Zoo, MI

05 JAN 41-In foul weather, aviatrix Amy Johnson drowns in Thames Estuary after a bailout from an Airspeed Oxford.

09 JAN 23-First Flight of Juan de la Cierva's autogiro.



Convair (General Dynamics) Aardvark at Battle Mountain, NV

06 JAN 65-First Flight of the Convair F-111A Aardvark.



Kellett K-2 Autogiro at Museum of the United States Air Force, WPAFB, OH

10 JAN 54-A deHavilland Mk 1 Comet crashes off Elba due to explosive decompression.

11 JAN 38-PAA A Sikorsky S-42B captained by pioneer aviator Edwin Musick lost off Pago Pago.

12 JAN 35-Amelia Earhart completes 1st solo flight from Hawaii to California in Lockheed Electra.



Electra in Canadian Colours

13 JAN 08-First Grand Prix of the Air held at Issay-les-Moulineaux, France.

14 JAN 35-United Airlines decides to add anti-icing system to its fleet of aircraft.

15 JAN 50-General of the Army Henry H Arnold goes west.

16 JAN 91-Boeing B-52s launch air raid from Barksdale AFB, LA to Iraq and return, a 35 hour mission.



17 JAN 62-The USAF adopts McDonnell F4H-1 Phantom.

18 JAN 57-Three Boeing B-52 Stratofortresses complete first non-stop round the world flight by jet aircraft.

19 JAN 18-U.S. School of Aviation Medicine is activated at Hazelhurst Field, Mineola, NY.

20 JAN 74-First Flight of the General Dynamics YF-16 occurs after an accidental tail strike during high speed taxi test.



Thunderbirds at McGuire AFB, NJ

21 JAN 54-The boy destined to be Captain Rocketto watches launching of U.S.S. Nautilus from perch in Harbor School, New London.

22 JAN 67-The first test flight of Grumman's Lunar Module 1. Lt Miller served as an engineer on this project.



LM-1 Mock-Up
Cape Canaveral, FL

23 JAN 51-The first flight of the Douglas XF4D Skyray.



*The "Ford" F4D-1 (F-6) Skyray
at Museum of Naval Aviation,
Pensacola, FL*



Pan American Airlines Boeing 707

24 Jan 75-Salyut 3 reenters the atmosphere.

25 JAN 49-the USAF adopts the blue uniform.

26 JAN 32-Eddie Stinson goes west-in the crash of a Stinson Detroit during an emergency landing.



*P-38L at Experimental Aircraft
Association Museum, Oshkosh, WI*

27 Jan 39-The first flight of the Lockheed XP-38 Lightning.

28 JAN 63-The first Flight of the Hiller OH-5A.

29 JAN 59-American Airlines Boeing 707 initiates first passenger jet service across the U.S.

30 JAN 38-Gerard Vultee goes west in weather related crash of his Stinson Reliant.

31 JAN 51-Charlie Blair sets transatlantic speed record flying a North American Mustang Excalibur III on a polar crossing.

SANTA CLAUS AND THE FAA

It was that time of year again and Santa had to take his annual biennial flight check. The need for a biennial each year was due to Santa's advanced age. The only man from the FAA rated in eight reindeer powered aircraft was assigned and made the trek to the boreal regions to administer the requisite oral, written, and flight testing and to conduct an inspection of the vehicle.

Santa was queried about the alphabetic zoo of airspaces, limitations on flight, and the complexities of transiting international air space. His documentation was examined: airworthiness certificate, registration, placarding, POH, waivers for unusual aspects of the annual flight, and restricted radiotelephone license were all checked. Finally, after a walk-around, they were ready for the flight check.

The FAA official briefed Santa on what might be expected, especially short and rough field operations. As they prepared to board the sled, Santa noticed that the FAA man was carrying a short barreled shotgun. "Hey," Santa said, "why the shotgun?" "Oh," answered the FAA man, "You're going to lose one on departure!"