



The Daedlean **Semper Discens**

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

*Stephen M. Rocketto, Capt., CAP
Director of Aerospace Education
CTWG*

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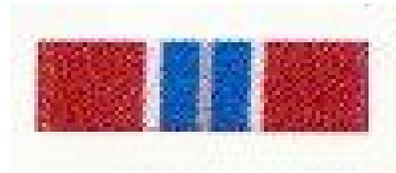
CALENDAR

03 May-USAF Graded Training Event
10 May-SAT-ACUT
21 JUN-SAT Wing Rocket Competition
04 JUL-13 JUL-Wing Cadet Encampment
21-22 JUL-AIAA Aerospace Conference-Hartford

WING INTERNAL AEO NEEDED

The Wing is searching for a volunteer willing to fulfill the post of Internal Aerospace Education Officer. The applicant for this post will assist in activities which promote aerospace education within the Wing. The main duty will be to promote the Aerospace Education Program for Senior Members. Volunteers should contact Steve Rocketto at srocketto@aquilasys.com

YEAGER AWARDS



If members of your squadron have earned this award during April, please forward the details to the Director of Aerospace Education, Steve Rocketto, at srocketto@aquilasys.com.

CSRRA AR-15 RIFLE CLINIC

The Connecticut State Rifle and Revolver Association held its AR-15 Clinic for juniors on 19 April. One Cadet from CTWG attended, Cameron Mills from Thames Valley. Cadet George Planeta IV of the Silver City Squadron, a member of the CT State Junior High Power Rifle Team, served as an instructor.

RIFLE SAFETY AND MARKSMANSHIP PROGRAM

The Wing sponsored a clinic for the Stratford Eagles at the Bridgeport Rifle Club on 10 April. Thirty members of the squadron participated and received instruction in safety, the fundamentals of marksmanship, and then were allowed to fire .22 cal rifles from the prone position over the 50 foot indoor course.

HOMELAND SECURITY CONFERENCE **External AE Activity**

The American Physical Society and the American Institute of Physics Teachers held a conference at the United States Coast Guard Academy on 4-5 April considering technology applicable to the homeland security mission.

Capt Stephen Rocketto, CTWG Director of Aerospace Education provided a display and presented information about CAP technology initiatives, specifically the Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance system (ARCHER) and Satellite Digital Imaging System (SDIS).

The seminars significant to CAP interests focused on biological and radiological threats and strategies to detect them and ameliorate their dangers.

A seminar on the question of the existence of anthropogenic global warming resulted in heated debate indicating that not all scientists agreed about this "hot-button" topic.

The conference banquet featured Dr. Harrison Schmidt, geologist and late Senator from New Mexico who crewed Apollo XVII and is the only scientist to study the lunar regolith *in situ*.

The 2008 CTWG PATROL ROCKETRY CONTEST FOR THE COMMANDER'S CUP

Tentative Dates: June 21, Rain Date June 22

Durham Fair Grounds, Whites Farm Co- Launch with CATO.

Three (3) Rockets will be entered per squadron as described below.

I. An Historical Rocket.

The rocket will be of historical importance. It may either be scratch built or kit built but it must be powered by a D engine or less.

The rocket will be judged on historical accuracy and quality of construction. Allowances will be made for required stabilization (fins & launch lug) equipment for flight.

In addition, a one page (type size 12 font) write up of the rocket and its historical significance will be submitted for judging. This rocket report must be a squadron (team) effort, not simply one individual's effort

This Rocket write up was due for judging at the wing conference. (April 26th). This rocket will be flown at the Rocket Contest in June.

II. A Scratch Built Rocket (Squadron Designed)

The Following parameters will be used:

1. Powered by a B6-4 Engine
2. Minimum of 16 inches Tall
3. Minimum of Four Fins
4. Parachute Recovery
5. Decorated with a squadron theme

ONLY appropriate NAR certified materials (no paper towel tubes) will be used.

III. An Estes Alpha (non plastic fins)

This rocket will be built by a Cadet who is new to the CAP Rocketry Program this year (2008) and who did not compete in the 2007 contest and has not completed the 2nd phase of the CAP Rocketry Program (Titan) as of 31 December, 2007. The rocket will be painted with a "Civil Air Patrol" theme of the participant's choice.

MEMORIES OF MAY'S PAST

01 May, 1930-Jean Mermoz pilots a Latecoere 28 from Marseilles to Natal carrying the first airmail across the Atlantic.

02 May, 1923-Lt. John McCready and Lt Oakely Kelly pilot a Fokker T-2 from Long Island to San Diego in the first non-stop U.S. transcontinental flight.

03 May, 1952-A Douglas C-47 piloted by Lt Col William Benedict makes the first successful landing at the North Pole.

- 04 May, 1941-A BOAC Liberator flies from Canada to Great Britain making the first commercial airline crossing of the North Atlantic by heavier than air aircraft.
- 05 May, 1950-First flight of the Northrop YRB-49A.
- 06 May, 1937-The airship Hindenburg burns at Lakehurst.
- 07 May, 1937-A Lockheed XC-35 Electra successfully demonstrates the first pressurized cabin.
- 08 May, 1945-V.E. Day
- 09 May, 1949-First flight of the Republic XF-91 Thunderceptor.
- 10 May, 1972-First flight of the Republic A-10A Thunderbolt II.
- 11 May, 1926-Roald Amundsen, Umberto Nobile, and Lincoln Ellsworth in the semi-rigid airship Norge make the first flight over the North Pole.
- 12 May, 1950-Chuck Yeager makes the last flight in Bell X-1 No. 1, *Glamorous Glennis*.
- 13 May, 1940-First free flight of the Sikorsky VS-300 equipped with a tail mounted anti-torque rotor.
- 14 May, 1973-Skylab I is launched.
- 15 May, 1941-First flight of the Gloster E28/39 powered by a Whittle gas turbine engine.
- 16 May, 1929-The Paramount Studio aviation epic, *Wings*, wins the first Oscar ever awarded for best picture.
- 17 May, 1945-First flight of the Douglas XB-43 Jetmaster.
- 18 May, 1953-First flight of the Douglas DC-7.
- 19 May, 1953-First flight of the Grumman XF-10F-1 Jaguar.
- 20 May, 1951-Capt James Jabara flying a North American F-86 becomes the first jet ace in the USAF as he shoots down his fifth and sixth MiG.
- 21 May, 1932-Amelia Earhart flies a Lockheed Vega from Nova Scotia to Ireland and becomes the first woman to solo the Atlantic.
- 22 May, 1916-The French make the first use of air-to-air rockets when they attack German observation balloons.
- 23 May, 1931-Floyd Bennett Field is officially opened.
- 24 May, 1976-A BOAC and an Air France Concorde land at Dulles International Airport making their first appearances in the United States.
- 25 May, 1927-Lt Jimmy Doolittle flying a Curtiss P-1-B performs the first outside loop over McCook Field, Ohio.
- 26 May, 1969-Allan Lockheed goes west.
- 27 May, 1955-First flight of the Sud Caravelle.
- 28 May, 1912-Wilbur Wright goes west.
- 29 May, 1940-First flight of the XF4U-1 Corsair



LAN-CHILE Caravelle

30 May, 1972-First flight of the Northrop A-9A.



Northrop A-9A

31 May, 2003-The last Concorde service departs JFK and lands at Charles de Gaulle.

EARTHQUAKE'S FINAL FLIGHT

by
Stephen M. Rocketto

We all have our heroes. Mine often turn out to be eccentrics. As an aviation entranced eleven year old, I built model airplanes, read everything I could find on aviation, and yearned for that day when I could finally fly. One of the rituals in our house was the morning session listening to CBS News on the radio as we ate breakfast and prepared for school. CBS, at that time, was a national leader in broadcast news featuring such luminaries as Edward G. Murrow, H. V. Kaltenborn, and Lowell Thomas as well as the celebrity aviator Arthur Godfrey. On one morning, I recall hearing the news of the death of James B McGovern, a New Jersey native known to his friends as Earthquake McGoon, in an air crash at some place called French Indochina.



Earthquake, the fighter pilot

I knew Earthquake McGoon was a character in Al Capp's popular Li'l Abner comic strip but of Indochina I knew naught so at the first

opportunity, I decided to find out more about this unusual newsworthy occurrence.

According to his brother, McGovern always wanted to be a pilot and loved to fly. He served with the 14th Air Force under Claire Chennault in the China-Burma-India Theater of World War II. When the war ended, Chennault formed an airline called Civil Air Transport (CAT) and flew for Chiang Kai-shek's Chinese Nationalists who were by then engaged in a civil war with the Chinese Communists led by Mao Tse tung. McGovern joined CAT, grew a beard, and established his reputation as an irrepressible character. His prodigious appetite resulted in a rather impressive girth and he acquired the nickname of 'Earthquake McGoon.' McGoon was a bearded giant in the comics and prided himself on being the world's dirtiest wrestler. McGovern's name and features were so like the comic character that his nickname was almost inevitable.

*From Hong Kong and Shanghai to far-off Tibet
This legend is growing with time
Of the behemoth creature who flies in the sky
Who knows neither reason nor rhyme*

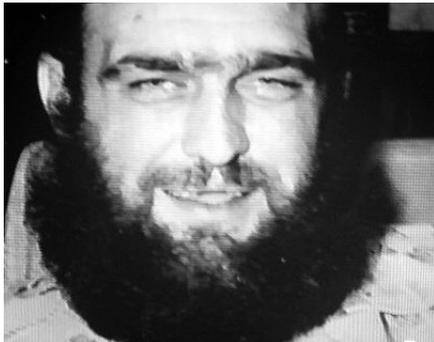
*His three hundred pounds shakes the earth when
he walks
Yet he soars with the grace of a loon
The legend makes claim that this beast from the
east
Is known as Earthquake McGoon.*

*(from The Ballad of Earthquake McGoon ascribed
to Al Kindt)*



*Earthquake mugs for the camera.
(Felix Smith Collection)*

Stories about his adventures abound. At one point, his C-46 had to make a forced landing and he was captured by the Communists. They held him for six months but, according to the story, they released him when they could no longer afford to feed him. Upon his return to the British Crown Colony of Hong Kong, a much thinner McGoon immediately made for Nathan Road and his favorite watering hole, E. T. Gingle's cafe, where he indulged himself in his favored dish, heavily buttered lima beans. "Pop" Gingle was a retired Navy chief, an Old China Hand, who had retired to the Orient and established a restaurant and saloon renowned for its chili and its friendliness to expatriate pilots. Gingle may have been the person who gave McGovern his nickname and during McGoon's captivity, had tried to ransom him.



Upon his return from captivity

Earthquake's imprisonment by the Communists hardened his attitude towards them. No Stockholm

syndrome here. As rough as he was, he could charm children and had a finely tuned sense of humor. They say he flew seated in a comfortable wicker chair which he had installed in the Boxcar's commodious cockpit. During the flight to the drop zone, he would tear up his many bills and strew them over the landscape from an open cockpit window.

The Communist movement was cresting in the Far East. The Nationalists abandoned the mainland and fled to Formosa. The North Korean Army crossed over the 38th parallel and invaded South Korea. In the French Colony of Indochina, a former pastry chef named Ho Chi Minh was leading an insurgency in an attempt to achieve independence. CAT became deeply involved in the conflicts and flew missions both overtly and covertly as it morphed into what became Air America.

As the French position in Indochina became more desperate, they gambled on establishing a base at a former Japanese airstrip in the northwest called Dien Bien Phu. The French hoped to cut the supply lines from Laos and lure the Viet Minh into an open battle which they hoped to dominate with their superior firepower. The strategy failed. Under the leadership of a former school teacher, Vo Nguyen Giap, seized the high ground and invested the French positions using classic siege tactics. They emplaced 105 and 155 mm artillery in cleverly concealed bunkers and lined the approach route to the valley with 37 mm anti-aircraft guns. Much of this ordnance was of U.S. manufacture, supplied by China after capture in either North Korea or taken from the Nationalists. The volume of fire overwhelmed the French defenses and rendered the airstrip useless.

Once the French lost control of the airstrip, all supplies had to be delivered by air drop. But the transports faced a maelstrom of fire as they made their approach down the long axis of the valley. The situation deteriorated to the point that an attempt was made to convince the United States to use nuclear weaponry to lift the siege. President Eisenhower refused. However, a number of U.S. Air Force C-119's Flying Boxcars were supplied to the French Union forces and CAT pilots engaged to fly them. James McGovern was one of this cohort of adventurous pilots

The Fairchild C-119 Flying Boxcar was the daughter of Fairchild's C-82 Packet. Sometimes

called the "dollar nineteen," she carried two Pratt and Whitney or Wright radial engines and sported a unique twin boom arrangement which allowed the parachute dispatch of cargo from the aft section of the fuselage. A unique and useful materials carrier, the aircraft was also used in more glamorous roles. Using specially designed gear, the "dollar nineteens" snagged Genetrix Project spy balloons from midair and later, performed the first mid-air recovery of film capsules ejected from artificial satellites. C-119s were also converted to gunships and served in Vietnam. Another version was equipped with a single Westinghouse jet engine mounted in a pod over the fuselage and was used as a tanker to fight forest fires.



Earthquake's Final Flight
(Jeffrey W. Bass, Artist)

However, the C-119 had its faults. Its original version had weak booms and instability problems and its single engine performance was unimpressive. When the CAT pilots were briefed by the Air Force before checking out, Felix Smith reports that they were told that "A C-119 is two corncob engines and a landing gear held together by tissue paper. Nobody ever ditched or belly landed one successfully. Better to bail out. If you have to ride it down, don't land on the belly-it'll curl under and chew you up. Extend the landing gear."

On the day before the fortress fell, McGoon, his co-pilot Wallace Buford, and four French soldiers loaded their aircraft with an artillery munitions and departed with the intent of supplying the ordnance to Isabelle, the southernmost and most isolated outpost of the besieged French forces at Dien Bien Phu.. As they approached the drop zone, 37 mm anti-aircraft rounds damaged the left engine and the horizontal stabilizer. The aircraft pitched and rolled, nearly spinning, but Earthquake recovered, feathered the left prop, and jettisoned the cargo.

As the C-119 descended, Steve Kusak and Al Pope, the crew of another C-119 closed in to assist and provided directions over the lowest hills. Earthquake was making for a small airstrip about 60 or 70 miles away by following the Sang Ma river valley.. Kusak advises them to bail out. Earthquake replies, "Shut up, I'm busy."

Earthquake and Buford fight to control the aircraft but it continues its inexorable descent. Less than a half mile short of their haven, Earthquake radios, "Looks like this is it, son" A wing hits a tree and the plane cartwheels, crashes, and burns. The United States has suffered its first two aviation combat casualties in what will become the Vietnam War.

Two of the Frenchmen survive the crash and are taken captive but one dies of injuries the next day. The others were buried in the vicinity. Forty eight years later, aircraft fragments and skeletal remains are discovered near the crash site. The site was excavated and in 2006, McGoon's remains were positively identified and returned to the continental United States. On May 24, 2007, Captain James B. McGovern, Jr., Captain United States Army Air Force and Central Intelligence Agency operative, was buried with full military honors at Arlington National Cemetery. Earthquake was home.

CTWG CONFERENCE HELD

The Connecticut Wing held its annual conference on Saturday, April 26 in Cromwell. The seminars reflected the theme, "Training to be Great in '08" and included programs in WMIRS, Aerospace

Education, Operations, Leadership, Safety, and Communications. Squadrons presented displays and a Cadet speech contest and drill-off were held.	1st Lt Willi Lintelmann, Thames River, Finance Officer
The evening banquet featured a presentation by National Headquarters representative John Salvador who discussed a number of facets of CAP activities and Connecticut's role in CAP operations.	Capt Stephen Rocketto, Thames River, Aerospace Education Officer
C/Col Everett Hill, 143rd Squadron was named as the Connecticut Wing Cadet of the Year.	Commander's Commendations were presented to Capt Michael Ganis, Royal Charter, 1st Lt Edward Conry, Wing, Lt Col Anthony Chihocki, Royal Charter, and Lt Col Matthew Valleau, Wing.
Two Stratford Eagles Cadets distinguished themselves. C/TSgt Mary Kraynak won the drill off and C/A Alejandra Dorado won the speech competition.	Lt. Col Cassandra Huchko's faithful service and hard work earned her the Wing Staff Officer of the Year Award.
A number of Officers were recognized as "Officers of the Year" for achievement in their specialty track or duty assignment.	Officer of the Year was Capt Arthur Dammers of the 103rd Squadron quartered at the Bradley ANGB.
Capt Paul Noniewicz, Thames River, Safety Officer	Maj Jack Shapiro, Wing Staff, was lauded for Exceptional Service for his work on projects such as the Long Island Sound Patrol and his ongoing duties in Wing training activities.
Capt Judson Graves, Silver City, Emergency Services Officer	The 143rd Composite Squadron out of Waterbury and commanded by Capt Joseph Palys earned honors as Squadron of Merit. In addition, Capt Palys was presented the Wing Commander's Award for his ongoing local efforts in building a new squadron and his state-wide efforts in establishing excellent relationships between CTWG and the Connecticut National Guard.
2nd Lt Paul Jalbert, Thames River, Administrative Officer	Silver City won the Safety Display and Thames River won the Aerospace Education Display.
1st Lt Timothy McCandless, 143rd, Cadet Programs Officer	Cadet Cody Harris and MSGt John N. Raymond served as Masters of Ceremonies. The Conference Committee was lead by Col James E. Palmer and consisted of Col Lloyd R. Sturges, LtCol's Cassandra Huchko and Andrew S. Marteka, Major John Lesick, Capt's John M. Schinitis and Jennifer K. Bachand, and 1Lt Julie Bailey.
2ns Lt Robin Wojtcuk, Thames River, Personnel Officer	
2nd Lt Joseph Testman, 143rd, Recruiting Officer	
Capt William Wholean, Moral Leadership Officer	
1st Lt Thomas Litwynczyk,, 143rd, Information Technology Officer	
1st Lt Edward Miller, Thames River, Supply Officer	

GOOD DEAL

The American Institute of Aeronautics and Astronautics offers an excellent opportunity for Aerospace Education Officers to interact with aerospace engineers and also obtain materials for their squadron activities and its **FREE**. The program is called the AIAA Educator Associate Program and you can find out about it and enroll at the following web-site:

<http://www.aiaa.org/content.cfm?pageid=208>

Follow the links and fill in the simple on-line form. For organization, use "Civil Air Patrol." For grade/class use "HS Aviation."

The Connecticut Section of the AIAA sponsors lectures by leading authorities in the field of aircraft, power plants, and space programs which would be open to you and your Cadets. Speakers in the past included the test pilots of the F-22 and X-45, a principal engineer working on the scram jet, the model builder who constructed an aircraft which flew autonomously across the Atlantic Ocean, and a JPL scientist investigating Mars.

In addition, each year, the Section provides a book of your choice for your squadron library or to use as a prize for a Cadet.

Capt Rocketto, the DAE of CTWG, sits on the Pre-college Outreach committee of the Connecticut Section and he earnestly implores you to visit the web-site and follow the steps to become an Educator Associate. Remember, it's free and you have no duties except to harvest the fruits of the program.

As a member of AIAA you can:

- Participate in local AIAA section activities. Monthly meetings, technical sessions, site tours, social events-and have the opportunity to network with aerospace professionals in your community.
- Attend AIAA conferences FREE (if you register in advance). AIAA holds more

- than 20 technical conferences each year, covering everything from aerospace and life sciences to propulsion and structures. Keep your knowledge state of the art.
- Qualify for up to a \$200 grant to push your science, math, or related academic agenda forward. Classroom grants are available through the AIAA Foundation, awarding thousands of dollars in grants and scholarships to students and teachers each year.
- Tap into the AIAA clearinghouse of aerospace information. Let AIAA be your one-stop resource for aerospace information. The Institute offers a collection of video and print educational materials to assist you in your teaching efforts.
- Gain recognition for efforts in education. Add excitement to your classroom and qualify to win an all-expense paid trip for you and a guest to Washington, DC. AIAA members are looking for outstanding educators to nominate for special recognition at our gala annual event, the AIAA Aerospace Spotlight Gala

So with nothing to lose and everything to gain, you just have to sign up.

NOTABLE SQUADRON WEB-SITES

103rd Composite Squadron
<http://ct004.ctwg.cap.gov/>
Click on the "Album."

Royal Charter Composite Squadron
<http://www.royalcharter.org/>
Click on their "Technical Page" and "Commanders Corner."

Thames River Composite Squadron
<http://www.cpa-ct075/default.aspx>
Click on "Newsletter."