



The Daedalean

Semper Discens

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

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CALENDAR

- 01 OCT-Squadron Commanders Call-Middletown
- 04 OCT-Mission Pilot Training-DXR
- 12 OCT-Old Rhinebeck Trip
- 15 OCT-CTWG Staff Meeting
- 16-18 OCT-Nat'l Conference on A/S Education
- 18-19 OCT-Corporate Learning Course
- 25 OCT-Cadet Ball
- 25 OCT-ACUT-Middletown
- 15 NOV-BCUT-Middletown
- 22-23 NOV-Unit Commanders Course
- 06-07 DEC-Training Leaders of Cadets Course

MAGAZINE GIVEAWAY

A large number of aviation magazines have been left at Wing Headquarters and are free for the taking. They are located just outside the lavatory on the fourth floor. The list includes *Flying*, *AOPA Pilot*, *Air Force*, *Smithsonian Air and Space*, *Sport Pilot* and *Aviation Week and Space Technology*.

LAST CHANCE NATIONAL CONFERENCE ON AVIATION AND SPACE EDUCATION (NCASE)

The 39th Annual NCASE event is scheduled for October 16-18. The conference will host a wide range of speakers and workshops. The speaker list includes Astronauts Buzz Aldrin Bonnie Dunbar and Janice Voss. Ken Blackburn, a Guinness World Record Book holder for flying paper airplanes and author of popular books on the subject will also speak.

Captain Rocketto, the CTWG DAE, will be driving down to Arlington, VA on Thursday and returning on Saturday night and will supply transport at no cost for up to four CAP members.

Basic conference early registration is \$159. Banquet fees are an additional cost. Lodgings at the Marriott are approximately \$50-\$75 per night depending on how many share a room. If we can get four people to share, your minimum cost is about \$250 for the event.

Information about obtaining a free registration is available on the website. For more information, go to <http://www.ncase.info>.

SQUADRON LEADERSHIP SCHOOL

CTWG Director of Personal Development Major David Oestreicher reports that twenty members of the Connecticut, Massachusetts, and Rhode Island Wings completed the two day SLS program on 27-28 September.



The successful participants are Capts Robert Dodenhoff, Azriel Gorski, Eileen Rapose, and Derek Schwalenberg, 1Lts Mark Capen, James Fearon, Jose Landin, Sarah Lange, and Ian Schermann, 2Lts Jay Farley, James Galvin, Jeni Letizke, Laura Moore, Robert Rinne, Theodore Stepanoff, and Mary Ellen Trohalis and S/M Stephen Burrows and Joseph Kurcaba.

PROFESSIONAL DEVELOPMENT **COURSES OFFERED**

The Wing Professional Development Officer, Major Oestreicher, is offering a series of courses this fall. These include Corporate Learning, Unit Commanders, and Training Leaders of Cadets courses.

Course descriptions and requirements follow:

Corporate Learning Course – CLC – October 18/19 (0900 – 1700 both days) For senior members to learn about the work done at the Wing level.

Requirements for attendees: As outlined in CAPR 50-17, the student must complete a CAP Form 17, have his/her unit commander sign and date it, and forward it to Lt Col Oestreicher. The student must have completed Level 1, be currently enrolled in one or more specialty tracks, and have previously completed Squadron Leadership School. The student must also pay the attendance fee of \$25.00.

Unit Commanders Course – UCC – November 22/23 (0900 – 1700 both days)

Requirements for attendees: As outlined in CAPR 50-17, the student must complete a CAP Form 17, have his/her commander sign it and forward it to Lt Col Oestreicher. Present Unit Commanders are required to attend this course as stated by the Wing Commander. The student must have completed Level 1, be currently enrolled in one or more specialty tracks with at least a Technician level in one, and have previously completed a Squadron Leadership School. ECI-13 is preferred but not required. Students must pay the attendance fee of

MEMORIES OF OCTOBERS PAST

01 OCT 1861-The United States Army Balloon Corps is formed. Prof. Thaddeus S. C. Lowe, the grandfather of famed aviatrix Pancho Barnes, is named Chief Aeronaut.

02 OCT, 1974-Roy Anderson of General Electric demonstrates feasibility of a GPS navigation system.

03 OCT, 1923-USS Lexington (CV-2) launched at Quincy, Massachusetts

04 OCT, 1958-BOAC flies the first jet airliner, a deHavilland Comet, across the Atlantic Ocean.

05 OCT, XXXX-The first test of the first USN amphibian is carried out at Hammondsport, N.Y.

06 OCT, 1938-D.C.T. Bennett and Ian Harvey set a still standing world record for seaplanes by flying the Short Mercury from Dundee Scotland to Port Nolloth, South Africa, a distance of 5,997.5 miles in 42.5 hours.

07 OCT, 1909-Glenn Curtiss becomes the first American to hold a license issued by the *Federation Aeronautique Internationale*.

08 OCT, 1940-The Royal Air Force forms the first of three Eagle Squadrons, Americans who, before Pearl Harbor, enlisted in the RAF to fight the Nazis.

09 OCT, 1930-Pan American receives its first Martin M130 Flying Boat.

10 OCT, 1946-After 17 years, Carl Norden is issued a patent for his eponymous bomb sight.

11 OCT, 1910-At St. Louis, Mo., Teddy Roosevelt becomes the first US President to fly.. The aircraft was a Wright Model B piloted by Arch Hoxsey.

12 OCT, 1954-First Flight of the Cessna T-37 Tweet.



Tweet on the Ramp

13 OCT, 1919-The International Convention of Air Navigation establishes rules about the national sovereignty of airspace and the regulation of air commerce.

14 OCT, 1947-Capt Charles Yeager becomes the first man to exceed the speed of sound flying the Bell XS-1.

15 OCT, 1939-LaGuardia Airport is dedicated by former CAP leader and NY Mayor, Fiorello LaGuardia.

16 OCT, 1937-First Flight of the Short S.25 which achieves fame as the Sunderland.



Sunderland at Polk City, Florida

17 OCT, 1922-Lt. V. C. Griffon pilots a Vought VE-75T from the deck of the USS Langley, the first flight from the first US carrier.

18 OCT, 1932-Maurice Dornier, aeronautical engineer and brother of Claudius Dornier, goes west.

19 OCT, 1939-Vannevar Bush, president of the Carnegie Institution, is elected Chairman of the National Advisory Committee on Aeronautics.

20 OCT, 1920-Robert Esnault-Pelterie wins the suit which establishes his claim as inventor of the joystick.

21 OCT, First flight of the Northrop YB-49.

22 OCT, 1934-Charles W.A. Scott and Thomas C. Black pilot a specially built deHavilland Comet 88 racer to win the MacRobertson England to Australia air race. What is also notable is that two standard commercial airliners, a KLM Douglas DC-2 piloted by legendary Dutch aviators K. D. Parmentier and J.J. Moll and a Boeing 247 piloted by the colorful Roscoe Turner and Clyde Pangborn placed second and third. Other participants included Jackie Cochran, Jim and Amy Mollison and Donald C.T. Bennett.



Turner's 247, retired from United Airlines, at the Smithsonian

23 OCT, 1943-The Battle of Leyte Gulf commences.

24 OCT, 1942-Charles G. Abbott, Secretary of the Smithsonian Institution, concedes that Langley's Aerodrome, which failed to fly in 1903 but did fly in 1914 was radically modified. This established priority for the Wright Brothers as the inventors of the first successful heavier than air, powered, man carrying, and controllable aircraft.

25 OCT, 1939-First Flight of the Handley Page Halifax.



Recovered from the 750 ft depths of Lake Mjosa in Norway, Mark 7 Halifax undergoes restoration at RCB Trenton, Ontario, Canada

26 OCT, 1938-First Flight of the Douglas 7B, progenitor of the A-20 Havoc.



Douglas Havoc Hangared

27 OCT, 1954-Benjamin O. Davis XXX becomes the first black general officer in the USAF.

28 OCT, 1926-Pan American Airways establishes service between Key West, Florida and Havana, Cuba. The 90 mile flight was accomplished using a Fokker F.VIIIa/3m trimotor aircraft piloted by Hugh Wells and the legendary pioneer aviator E.C. Musick.

29 OCT, 1947-First Flight of the Vought XF7U-1 Cutlass.



Cutlass, oft called "Gutless" or "Ensign Eliminator" due to its low power and propensity to depart from controlled flight sits forlornly on display

30 OCT, 1997-First successful launch of the Ariane V by the European Space Agency.

31 OCT, 1957-A USN Douglas R4D-5, *Que Sera Sera*, makes the first landing at the South Pole.



Ski Equipped Que Sera Sera sits incongruously on ramp at NAS Pensacola

William Mitchell
Champion of Air Power



Better known as Billy Mitchell, he was born in 1879 on the French Riviera where his wealthy parents were residing. When they returned to their Milwaukee estate three years later, Billy spoke French as well as English and went on to become competent in German, Spanish, and Italian. His affluent family could afford the best of private schools and his friends included the young Douglas MacArthur. In 1891, his father was elected to the U.S. Senate and, the family moved to Washington where Billy was immersed in the cosmopolitan atmosphere of the Capital City.

When the Spanish American war broke out in 1898, Billy enlisted in the U.S. Army and traveled with his regiment to Florida. Within a week, he was a Signal Corps second lieutenant, the youngest in the service. He finally got to Cuba after the cessation of hostilities and soon lobbied for transfer to the Philippines, freshly liberated from Spain, but in the throes of an insurrection led by Emilio Aguinaldo. There he served under General Arthur MacArthur, Douglas's father, laid an important telegraph line through the jungle, and came down with malaria.

He considered resigning from the Army but after a six month return trip to the United States by way of the Middle East and Europe, he accepted an assignment to Alaska. There, he distinguished himself over two seasons by linking the interior with the coast, laying 1,700 miles of telegraph lines. By this time, he was the youngest captain in the Army. He was one of the first to note the

strategic importance of Alaska's position dominating the short routes between North American and Asia.

While stationed at Ft. Leavenworth, Mitchell started studying many of the new technologies: aviation, telegraphy and radio, and photography and started to publish essays on their applications to warfare. Further assignments took him back to the Philippines and he surveyed Japanese activity in the Pacific archipelagos, in Manchuria, Formosa, and China, and on the home islands themselves.

At thirty, he was assigned to the General Staff and entered the Washington social whirl. An outstanding equestrian, he engaged in polo playing and fox hunting but made important friendships with senior and junior officers in the air service. At this point in his career, his propensity to publicly offer his unorthodox and somewhat critical opinions about the military led to a general order to all officers to refrain from such activity in the future. Mitchell's opinionated views and undiplomatic character foreshadowed much of what would effect his future in the U.S. military and he developed a reputation as the "stormy petrel" of U.S. aviation. His efficiency reports also remarked that he might serve better in the field than on the staff.

In 1916, two years after the outbreak of The Great War in Europe, Mitchell, a 36 year old major, took private flying lessons and accumulated 15 hours of instruction during which he not only soloed but managed to survive a crash landing. On March 17, 1917, he departed for Europe to gather information on the French programs for aircraft development and the training of pilots. He was in Europe when, on April 6th, the United States entered the war on the side of the Allies.

He not only engaged in his normal staff duties but also underwent instruction as a military aviator. He steeped himself in the minutiae of war,

traveling to the front, visiting bureaus, studying technologies, and lobbying for the expansion of U.S. air power. As an interesting sidelight, he recruited a passing army driver to assist in the repair of his stranded Mercedes. The driver, Eddie Rickenbacker, with Mitchell's backing soon entered pilot training and became America's Ace of Aces in World War I.

Although in conflict with many of his superiors, he was placed in tactical command of front line aviation and masterminded the use of mass formations during the defense of the St. Mihiel salient and the Argonne offensive, flying numerous combat missions himself.

After the war, he continued to advance his opinions to the War Department officially and unofficially he published articles under pseudonyms in magazines and newspapers. He was extremely critical and less than diplomatic of War Department policies on aviation and of the Navy's reliance on capital ships. In 1921, his First Provisional Air Brigade participated in a series of tests off the Virginia Capes. These tests proved, at the least, that air bombardment could sink warships but these successes were mitigated by the fact that the targets were stationary, undefended by anti-aircraft fire, and *sans* damage control parties.

Two years later, Mitchell made another foray into intelligence, revisiting the Pacific and studying the Hawaiian and Philippine Islands, Japan, China, Thailand, and India. This trip resulted in a report to the War Department which detailed his conclusions on Japanese military potential and ambitions. However, Mitchell's abrasive personality and the conservatism of officialdom resulted in severe criticism and relegation to the

lower drawer of a file cabinet in the sub basement of the War Department. One must always keep in mind that Mitchell was a zealous crusader for air power and an independent air force but his lack of political *savoir faire* and tact ill served him in achieving his goals.

A series of aviation accidents occurred and when the Navy Dirigible *Shenandoah* crashed in a line squall in Ohio, Mitchell issued a public statement accusing the War Department of incompetent, criminally negligent and behavior bordering on treason. He had invited a court martial and he got it.

The trial engaged the American public for almost two months. Mitchell was indicted for insubordination and activities which prejudiced the "good order and military discipline" of the Service. His old friend, Douglas MacArthur sat on the court martial board. He was found guilty and suspended from duty for five years. In order to keep his freedom to express his views, he resigned from the service and until his death in 1936, was an uncompromising advocate for a strong national defense and an independent air force.

Perhaps his greatest accomplishment was in mentoring a cadre of young officers, all of whom achieved prominence in World War II and after. Hap Arnold, Ira Eaker, Carl "Tooe" Spaatz, and Harold George, names familiar to CAP Cadets and aviation historians.

After his death, World War II proved him correct in many of his argued positions about air power. An attempt to repeal the verdict of the court was attempted and failed and Hollywood made a bad movie about his trial. Nonetheless, his contributions were recognized. The Milwaukee Airport is named after him. He was posthumously promoted to Major General. A "Billy Mitchell" commemorative postage stamp was issued. The USAF Academy dining hall carries his name. But there is a singular honor which I think Mitchell would have appreciated most. Only one aircraft, flown by the U.S. Air Force has ever carried the name of a human being, the North American B-25 Mitchell.

*Mitchell Bomber
Lifting Off*

