



## *The Daedalean*

**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*

[srocketto@aquilasys.com](mailto:srocketto@aquilasys.com)

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### **CALENDAR**

#### **January**

15 JAN-Squadron AE Reports for 2009 due

#### **For Future Planning**

27-28 FEB-CLC Course-Plainville  
20-21 MAR-UCC Course-Stratford  
20-21 MAR-SLS-Danbury

### **DAEDALEAN ARCHIVE**

An archive of past issues of The Daedalean may be found on the CTWG web-site at:

<http://www.ctwg.cap.gov/aerospace.html>

### **RIFLE SAFETY AND MARKSMANSHIP TRAINING PROGRAM**

Any Squadron interested in starting or continuing in the Wing Rifle Program should contact Maj Rocketto at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com). So far Stratford, Danbury, and Thames River have expressed interest.

### **2010 COMMANDER'S CUP WING ROCKETRY CONTEST**

Tentative plans for the rocket contest are stated below. There will be three separate categories.

Flight 1: First year Cadets will build an Estes Alpha or Quest Astra 1 and decorated in a Civil Air Patrol Theme. The entry will be judged on construction, finish, and flight. Each first year Cadet in a Squadron may enter one rocket. A first year Cadet is a Cadet who has never participated in the Wing contest.

Flight 2: Altitude Competition-The rules for this contest are still in flux. Build a rocket, kit or scratch, which will use an A8-3 engine. Judging will be based on maximum altitude reached. Each Squadron may enter one rocket and the best of two flights will be counted.

Flight 3: Free Form Competition-Each Squadron may enter two scratch built rockets powered by a D engine. Judging will be based on construction, finish, and flight.

These rules are subject to change based upon comments submitted to Maj S. Rocketto at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com) by February 21st.

### **AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS EDUCATOR ASSOCIATE PROGRAM**

***IT'S FREE AND EASY!***



Join the American Institute of Aeronautics and Astronautics as an Educator Associate Member and you will be eligible for support in aerospace education activities which include participation in

a lecture series, affiliation with the New England Air Museum, eligibility for Educator Awards and a Cadet or Squadron Book Program. There is no charge for membership. For further information please refer to the AIAA web site located at:

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

At the present time, the records indicate that six members of the wing have joined and will be eligible for the spring book award. The book selected may be used as a Cadet prize, as an addition to a Squadron library, or as a personal acquisition to improve ones knowledge of the aerospace field.

### **CTWING FIELD TRIP TO WASHINGTON**

Some Squadrons have indicated interest in participating in another field trip to the Washington, D.C. area. Last year, sixteen Cadets and Officers spent five days visiting aviation museums and historic sites. They billeted at Bolling Air Force Base and traveled in CAP vans. The estimated cost of the trip is about \$125/person.

The trip might be scheduled during school spring vacation time in the spring. Many schools have vacations during from 12-16 April or from 19-23 April. More than one trip is possible to accommodate different districts. If any Squadrons are interested in participating, contact Maj S. Rocketto at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com) by February 21st. Let us know which is your preferred week and how many Cadets and Officers might attend.

The options are open so if you have other ideas, let us know and we can discuss them.

### **OSHKOSH**

by

C/MSgt George Abbiati  
Thames River Composite Squadron

I set down James Patterson's latest thriller and recline back, enjoying the experience of flying with my unexpected complimentary Coca Cola as the Airbus A-320 cruises through the serene night air. I glance at the Rolex Submariner of my sleeping neighbor, a lawyerly figure, who has fallen victim to the tranquil cabin atmosphere and the comfy seats and perform a double take at the alarming rate at which time is seemingly passing as indicated by his brush steel watch. It's almost as if time leaped an hour between glances!

From our lofty perch, I survey the numerous lives being acted out beneath our craft and reflect upon the past few days experience at Oshkosh, Wisconsin, that grand salute to aviation and celebration of man's deep-rooted yearning to soar. Conceived in the minds of pioneers like Otto Lillienthal, George Cayley, and the Brothers Wright, aviation has grown into a major industry, making the world a small, more accessible place and composed many a chapter in history.

Our journey began when we parked our rented Buick at Wittman Regional Airport, traditional site of the Experimental Aircraft Association week long extravaganza known as Airventure and viewed much of this glorious history poised on the ramps and dancing in the clear blue sky. Overhead, the Red Bull helicopter flipped and spun like no helicopter I had ever seen. Had this not been Oshkosh, I'd be reaching for my cell to dial 911. Wing-walkers followed as they and their biplane mounts performed an aerial ballet overhead.



*The EAA Welcomes You  
With a Smile!*



*P-40 Power!*

As we strolled towards the nearby Warbirds area, the dull grey form of a "Tin Goose" droned overhead, fresh from a performance in a new Johnny Depp flick. This gray lady, number 146 of the 199 tri-motors produced on Henry Ford's assembly line first flew in August of 1929, honorably served several airlines, the Dominican Republic, and was associated with both Charles Lindbergh and Floyd Bennett.

Marines and Navy was represented by a Corsair and a covey of "Cats" from the Grumman Iron Works, the F4F Wildcat and the F6F Hellcat. Fronting the sleek "Cats" was a plump Grumman Albatross amphibian and a mighty Mustang, painted in the colors of the Tuskegee Airmen. As we watched, she awoke and we heard twelve cylinders of supercharged Rolls-Royce designed, Packard built Merlin engine for the first time, a singular sound which rocked the spectators.



*Ford displays its "Stout" construction.*



*Hellcat shows its unique folding gear.*

Arriving at the Warbirds ramp, we wandered among an all-star cast of World War II and more contemporary aircraft. A B-17 Flying Fortress rested next to its adversary of old, the Me-109. Next sat a British Spitfire and its less well known stablemate, a Hawker Hurricane. A Mitsubishi Zero posed by a handful of P-40s, their ferocious painted teeth gleaming. A North American Mitchell bomber, P-47s, sat juxtaposed by a more modern T-28 trainers, the classic F-86 Sabre and Heinemann's "hot rod," the A-4 Skyhawk. The



*Sabre shows its stuff.*

Many current USAF fleet members were present. Walking past a Connecticut built Air Crane helicopter, we approached two of my favorites, the massive C-5M Galaxy and an F-16 of the Thunderbirds. Two highlights of the week were a walk-through the belly of the Galaxy and the performances of the USAF Thunderbirds.

The displays seemed to never end. Over 350 planes were on display. After an ultralight and a Beechcraft to taxi past, we crossed the street and were drawn to an odd looking aircraft. An interesting piece of engineering, she was a combination of helicopter and airplane and a rare find. The vehicle was a Pitcairn PA-18 autogiro. Motive power was provided by a nose mounted engine and the lift was generated by a set of rotor blades which were set into motion by the forward movement of the autogiro.



*Forty Foot Rotors and a 165 HP Kinner Provide Thrust and Lift to the PA-18.*

The developing class of unmanned aerial vehicles was represented by a Predator. The U.S Border Patrol Officer in charge explained how visual and infrared cameras are employed in order to provide surveillance of our borders.

Scaled Composites out of Mojave, brought the four engined WhiteKnightTwo carrier aircraft the vehicle which will carry a SpaceShipTwo on the

first stage of its sub-orbital flights. WK2 is powered by engines manufactured by Connecticut's Pratt & Whitney Aircraft. She has been named *Eve* in honor of Richard Branson's mother. Branson is the music impresario who founded Virgin Galactic and sponsored the construction of the composite aircrafts. This was the first public appearance of this avant-garde vehicle and cameras clicked and spectators stained to catch the details of her display flight.



*WK2 displays its unique Rutan form in fly-by.*

Airbus arrived with its "ginormous" A380, a two decked, four engined wide-body capable of seating from 525 to 853 passengers. Its sheer size was imposing but the nimbleness exhibited in the turns it made during multiple flybys was equally impressive.



*Another Airbus challenge to Boeing, the A380.*

Aviation personalities abounded. Sully Sullenberger and Jeff Skiles, Richard Branson, the Doobie Brothers, and Jeff Dunham made appearances. Harrison Ford, the Hollywood voice for general aviation was there and I got to shake hands with Dick Rutan, former USAF Hun driver and pilot of Voyage on its record breaking non-stop unrefueled around the world flight in 1986.

Far more exciting than the celebrities and static displays which surrounded us was the constant action above us. Scores of champion pilots flew solo acrobatic acts and acrobatic teams dazzled us with adrenaline pumping performances, soaring and looping a rolling formations of aircraft separated one from the other by mere feet.

Warbirds flew heritage flights in which different generations of military aircraft joined in formations. A P-51, F-86, and A-10 were one such act. T-28 Trojans trailed white smoke in the blue sky. Fighter and bombers made low passes as explosions were triggered on the ground leading to the illusion that the aircraft were strafing and bombing.



*T-28 formation but is the red-nosed Trojan on the right wing an imposter. It is labeled USAF but the AF T-28As all had two bladed props and this model bears a three bladed prop?*

I thoroughly enjoyed my Oshkosh experience. After hearing so much about these fabled and rare aircraft, it was thrilling to see really see them not only on the flight line but in the air. Oshkosh is nothing short of the Haj to Mecca for aviation enthusiasts.

### **CTWG Nominations for CAP National Awards**

The Wing is happy to report that we have forwarded two nomination packets to National Headquarters. The first nomination, for the Brewer Award, advocates the candidacy of the American Institute of Aeronautics and Astronautics.

For over a half century, the American Institute of Aeronautics and Astronautics has been the preeminent aerospace professional organization, not only in the United States but arguably in the world. The organization formed in a 1963 merger of the Institute of Aeronautical Sciences and the American Rocket Society. Since that time, the AIAA has been in the forefront of promoting aerospace research and aerospace education.

Mrs. Rachael Manzer, a CAP Aerospace Education Member, is a teacher in Suffield. She is one of seven selectees for the "Teacher is Space" program, a joint project of the Space Frontier Foundation and the United States Rocket Academy. Teachers in Space plans on using suborbital flights donated by and purchased from five suborbital companies.

Mrs. Manzer has a solid record of accomplishment as a aerospace educator facilitating a wide range of workshops and programs for her colleagues. She is a recipient of the American Institute of Aeronautics and Astronautics prestigious Educator Achievement Award and currently serves as the President of the Connecticut Science Teachers Association.