



*Missions for America  
Semper vigilans!  
Semper volans!*

Publication of the Thames River Composite  
Squadron  
Connecticut Wing, Civil Air Patrol  
<http://ct075.org>  
300 Tower Rd., Groton, CT

Issue 17.11

14 March 2023

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28 MAR-TRCS Meeting  
04 APR-TRCS Staff Meeting  
11 APR-TRCS Commander's Call  
18 APR-TRCS Meeting  
25 APR-TRCS Meeting  
29 JUL-06 Aug-CTWG Encampment  
27 SEP-Scarecrow Festival-Preston



*"Last time we spoke," Wilber Wright said one day, "I asked what sort of a girl would want to fly experimental military aircraft. You didn't say, he laughed."*

*"Well, I guess just a sort who, instead of religiously practicing the piano, had to go out and see what was happening in the woods that day, or down at the brook, or high on the hill. And then one day she saw an airplane fly by."*

*Ann Carl, A Wasp Among Eagles*

### **MEETINGS CANCELLED**

*Inclement Weather*

### **FEATURE ARTICLE**

#### ***Boom-Boom***

*Twin Boom Aircraft*

*Part 6*

*Gliders*

Two of three Axis gliders featured in this article have a conceptual relationship to the Chase XCG-20 Avitruc. The Avitruc was an assault glider designed by the Russian emigre, Michael Stroukoff which ultimately became the twin engine Fairchild C-123 Provider. Both the German Go-242 and the Kokusai Ku-7 preceded the Provider in morphing from glider into a powered transport.

*Go-242*



Bundesarchiv, Bild 10115281-1130-21A  
Foto: Sieger, Urban | 1940 März - April

The Axis powers made some use of gliders which featured the twin boom design. The Gotha Go-242 was capable of carrying 23 combat troops or 8,000 pounds of cargo. The rear ramp simplified loading small vehicles like the Volkswagen *Kübelwagen*. Most of the 1528 built saw service in the Mediterranean theatre. Although not used operationally, several were produced with flying boat hulls

A powered version, the Go 244 was produced in small numbers. They were outfitted with a pair of Gnome-Rhône radial engines producing about 700 hp each. Its payload was roughly the same as the glider version but it was a more versatile machine.



*Go 244*

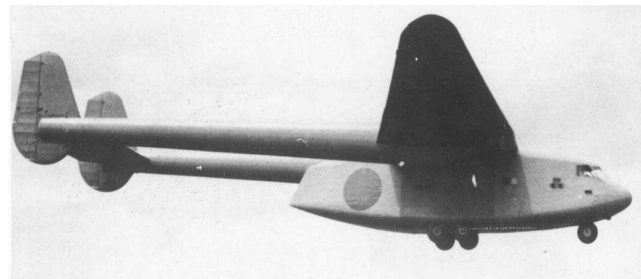
Like its glider brother, it carried a number of defensive machine guns. Although not used operationally, several were produced with flying boat hulls to allow water landings carrying a bomb laden catamaran to attack shipping.

*Maeda Ku-1*



The Japanese Army experimented with gliders. In 1941, they flew the Maeda Ku-1 and turned out 100 for training pilots. It could carry 8 troops or just over a half ton of cargo.

*Kokusai Ku-7 Manazuru*



Without doubt, Japanese aesthetics influences their practice of naming aircraft and ships. Whereas U.S. aircraft carry names like Havoc, Thunderbolt and Commando, names which evince power, Japanese names sometimes reference less brutal imagery. Manazuru translates as White Knapped Crane although the identifying name used by the United States was *Buzzard!*

It was a spin-off off the Ku-1 and could carry 32 troops or almost four tons of cargo. However, the lack of suitable tow aircraft to haul this 28,000 pound beast led to its abandonment as a glider after only two were built and its conversion to a powered transport., the Ki-105 Otori (Phoenix).

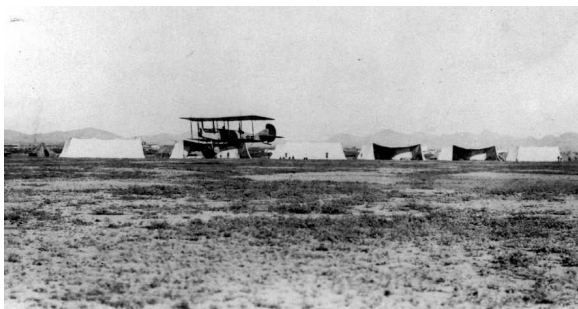


*The Phoenix*

The concept was unusual but demanded by Japan's fuel shortage. The Otori would be a tanker aircraft flying fuel from Sumatra to Japan. The drawback was that its two 940 hp radial engines used about 75% of the fuel which it could deliver to make the trip, not a good pay-off for investment. Nine were built before the project was abandoned.

### AEROSPACE CHRONOLOGY FOR THE WEEK

March 15, 1916 – The 1<sup>st</sup> Aero Squadron arrives in Columbus, New Mexico with eight Curtiss JN-3s, 11 pilots and 82 enlisted men. A week earlier, Pancho Villa had led 1,000 men across the border and raided the town, killing 17 Americans.



President Woodrow Wilson bullied President Carranza of Mexico into giving permission to send troops into Mexico “for the sole purpose of capturing the bandit Villa.” General “Black Jack”

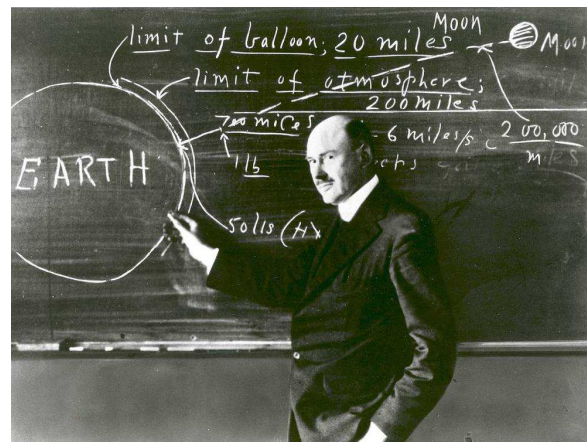
Pershing commanded the “Punitive Expedition” and committed the 1<sup>st</sup> Aero Squadron to provide

observational support for the ground forces. It was the last time a large scale cavalry force was deployed by the Army and the first time mechanized ground forces and aircraft were sent into combat.

March 16, 1926 – Robert Goddard launches the first liquid-fueled rocket from a farm near Auburn, Massachusetts. Goddard had been promoting rocket development for a number of years despite harsh criticism. A January 20, 1920 *New York Times* editorial sarcastically stated:

*That Professor Goddard with his ‘chair’ in Clark College and the countenancing of the Smithsonian Institution, does not know the relation of the action to reaction, and of the need to have something better than a vacuum against which to react—to say that would be absurd. Of course he only seems to lack the knowledge ladled out daily in high schools.*

The *Times* editorial does not speak well for neither their perspicacity about Newton's Laws of Dynamics nor their opinion of the physics curricula in the nation's high schools.



*Goddard and the ramifications of Newton's Laws Dynamics. (Credit: Clark University)*

The rocket, which he called Nell, was fueled by gasoline and used liquid oxygen as the oxidizer. The rocket rises 41 feet during its 2.5 second flight and lands 184 feet away in a cabbage field. He continued the experiments but the local citizenry were uneasy and a larger test range was needed.



*The rocket in its launch frame in Auburn, Mass. (Credit: Esther Goddard)*

Charles Lindbergh learned of his work and helped acquire funding from the Daniel Guggenheim Fund for the Promotion of Aeronautics which allowed Goddard to establish his new laboratory in Roswell, New Mexico.

March 17, 1970 – To paraphrase the Bard from Stratford on Avon (*Hamlet* Act 3, Scene 4), an airline hijacker is hoisted by his own petard.

Eastern Airlines Shuttle Flight 1320, a Douglas DC-9-31, Newark to Boston, was hijacked by John J. Divivo who was armed with a .28 caliber revolver. Approaching Logan, the First Officer, James Hartley, was shot without warning. Divivo then turned the revolver on Captain Robert Wilbur and shot him twice, once in each arm.



Hartley grappled with the hijacker, gained control of the firearm and shot him three times before collapsing. Divivio, with three bullets in him, grappled with Capt. Wilbur who had retrieved the firearm and used it to club Divivo in the head. He then landed safely at Logan Airport. Hartley succumbed to his wounds and Divivo hanged himself while incarcerated in Boston's Charles Street Jail.

March 18, 1945 – The Douglas XB2D-1, prototype of the AD Skyraider makes its first flight.



*The nascent Skyraider, the XB2D-1*

The pilot was Laverne Ward Browne, Director of Flight Test, Douglas Aircraft Company. Brownie completed law studies at the University of Southern California and then learned to fly at the Hancock College of Aeronautics, Santa Maria, California. He was commissioned a second lieutenant in the USAAC Reserve and went to work flying the Douglas DC-2 for Transcontinental and Western Airways



*Browne in the cockpit of the XB2D-1 prototype.*

He also worked in the movie industry between 1931 and 1941 using the stage name “John Trent” and was featured in 16 Hollywood movies but remained on reserve with TWA on a \$1/year

contract, hedging his bet on achievement of stardom. conflict recalls Pershing.

From 1931 to 1941, under the pseudonym "John Trent," Browne performed in sixteen Hollywood movies, but his is best know for playing the character "Tailspin Tommy Tompkins" in a four movie franchise. But he was criticized for his "wooden" acting persona and returned to aviation in 1941 remarking the his acting career "...was a pretty good job until politics, sex and long working hours moved in. And when talkies came in, I was finished with my growling voice. Didn't go over worth a damn."



*Note the supporting cast: Majorie Reynolds, Bing Crosby's co-star in White Christmas, Milburn Stone, Doc from Gunsmoke and Jackie Coogan, child actor, Uncle Fester and glider pilot with the 1<sup>st</sup> Air Commandos.*

His first flying job was with Fletcher Aviation Corporation in Pasadena testing simple wooded aircraft intended to be basic trainers but eventually were converted to target drones.

Brownie then started with Douglas as a production test pilot for the SBD Dauntless using the callsign "Tailspin." and over 15 years rose to management positions before retirement.

March 19, 1916 – The first U.S. Army air combat mission occurs when eight aircraft from the 1<sup>st</sup> Provisional Aero Squadron are sortied into Mexico to search for Pancho Villa. Over the next 11 months, the Squadron struggles with rudimentary airfields, convoluted logistics and the high and hot environment of Mexico as Pershing leads the Mexican Punitive Expedition in a futile effort to run Pancho Villa to ground. In January of 1917, President Wilson, beleaguered by pressures from the Mexican government and the increasing involvement of the United States in the European

March 20, 2008 – Ann Baumgartner Carl Goes West. She was the first American woman to fly a jet aircraft.

Her family was well-off and she enjoyed an adventurous early life, climbing mountains, riding to hounds and studying science at Smith College.

Unable to join the Civilian Pilot Training Program, she learned to fly pre-war in a Piper J-3 at the Somerset Hills Airport Basking Ridge, New Jersey, and earned her private pilot certificate while engaging in a career as a journalist. In 1942, Ann flew for the Civil Air Patrol and in December was accepted for training in the new WASP program. Carl graduates with the fifth class of Women Air Force Service Pilots (WASPS) in July of 1943.



She was assigned as a tow target pilot a Camp Davis, North Carolina where she flew the Douglas A-24 Banshee, Curtiss A-25 Shrike, Lockheed B-34 Lexington, Cessna UC-78 Bobcat, many versions of the Twin Beech and Stinson L-5 Sentinel.

In February of 1944, she was transferred to Wright Field, Dayton, Ohio and ultimately assigned to the fighter test section and engaged in a variety of duties flying the most well known American fighters and bombers and foreign aircraft such as the Avro Lancaster, Supermarine Spitfire, de Havilland Mosquito and Junkers Ju 88. She also had the dubious distinction of making the first in-flight test of the women's relief tube

On October 14, 1944, Carl flew the Bell YP-59 Airacomet, the first of the American jet aircraft. She was one of a group of the flight test division pilots to fly that day. She was given a briefing

about the critical engine instruments and warned that the slow spool-up time of the turbine engine committed you to a landing. The half-hour flight consisted of air work and upon landing, she submitted her evaluation of the aircraft's handling characteristics. That was it. No publicity. The program was top secret. Nine years later, Jaqueline Auriol became the second woman to fly a turbojet aircraft!



She married Major William Carl shortly after the WASPS were disestablished. She met Carl when she was flight testing the North American F-82 Twin Mustang. Carl has been credited with the concept of the twin fuselage long range escort Twin Mustang. He was a talented engineer and designed the XCH-4 hydrofoil for the U.S. Navy.

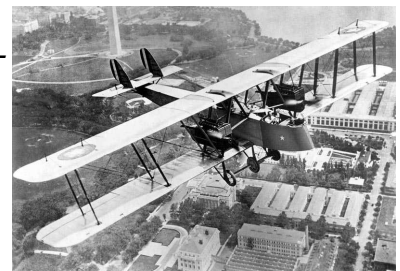
Postwar, Ann worked as a flight instructor for United Airlines and published articles and books, notably her biography, *A Wasp Among Eagles* chronicling her experiences as a World War II pilot. She and her husband spent two years sailing the 45 foot ketch, crossing the Atlantic twice and exploring the Mediterranean and European coastlines.

March 21, 1924 – Army 1<sup>st</sup> Lt Harold L. George

was flying a Martin MB-1 to the Marine Corps base at Parris Island, North Carolina.



*George at the controls of an MB-1 and an MB-1 over Washington. The MB-1 was designed by Donald Douglas.*



Upon landing, he ran into a ditch and the aircraft nosed over. He had been informed that Parris Island was an exceptional landing field but he says "It was except that the information had failed to inform me that the Marines had dug a trench across the field. This was not indicated by markers, or in any other way. I didn't know the trench was there until we stopped quickly."

George was one of the "bomber mafia" who advanced the theory of daylight precision bombardment at the Air Corps Tactical School at Maxwell Field in Alabama. During World War II, George ran the Air Corps Transport Command and retired as a lieutenant general. He then became a moving force in Hughes Aircraft and directed resources to aviation electronics.

