



## The Leading Edge

Monthly Journal of the Connecticut Wing of the  
Civil Air Patrol

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February-March 2016

### CALENDAR

19 March-TRAEX-Windham Mission Base  
26 March-Marksmanship and Safety Training  
2-3 April-CTWG Cadet Competition, Suffield  
7-8 April-NER Aerospace Education School  
9 April, Northeast Region Conference  
6-8 May-NER Cadet Competition, Camp Niantic  
14 May, CTWG TRAEX  
21 May-Commander's Cup Rocket Contest  
28 May-Marksmanship and Safety Training  
11 June-Marksmanship and Safety Training  
TBA-CTWG Encampment

### WING NEWS

#### *In Memoriam*



The CTWG mourned the passing of former Wing Chaplain Lt Col. Joseph A. Dilion who passed away on January 19, 2016. Father Dilion a Catholic priest was a 50 year member of CAP and during his viewing the night before his funeral an

honor guard of Cadets from the New Haven Squadron paid their respects at his coffin. The current Assistant Wing Chaplain Lt Col. Dennis Mercieri, also a Catholic Priest, co-celebrated his funeral mass at St. Brendan's Roman Catholic Church in New Haven, CT.

### CAP LEGISLATIVE DAY

Connecticut Wing Cadets and Officers visited Washington D.C on 25 and 26 February.

The delegation spend the first day meeting with Senator Richard Blumenthal and Representatives Joe Courtney and John Larson, educating them about the Civil Air Patrol programs, national and state. CAP missions, technology and equipment, cadet programs emergency services, and the promotion of aerospace, cyber, and space power were all part of the information which was communicated.



*CTWG Cadet delegation with Senator Blumenthal*

Col. Ken Chapman the Connecticut Wing Commander attended meetings on Friday and Saturday along with his peers from other wings, the region and national. On Friday twelve of the cadets who journeyed from Connecticut visited Arlington National Cemetery where they watched the changing of the guard at the Tomb of the Unknown Soldier and visited the grave of President John F. Kennedy.

Before heading back home to CT the cadets along with their three senior escorts visited the Smithsonian Air and Space Museum Annex in Chantilly, VA where they got a up close and personal view of the Space Shuttle Discovery and other a host of important aircraft.

Participating Cadets were C/Capts Dolores Mihaliak and Keith Trotochaud, C/1st Lt Carson Hadley and Anthony Berardo, C/2ndLts Sarah E. Eriksson, Dominic Sogliuzzo, Alec Beliveau, Virginia Poe, Jorge Wismar, and John Debrito, C/CMSgts Andrew Thomas, Noah Stillman, Mason Stabile, Victor Korman, John Meers, John Finkeldey, C/SMSGts Bailey Doolittle, Mary G. Molinari, and Colin Pate, C/MSgt Andrew Carlson, C/TSgts Fecundo Cremel, Joshua Acevedo, and Emily Lukowski.

The Senior Escorts were LtCol James Ridley, Maj David Stansfield, and Capt Carol Whelan.

### **CTWG 2016 Commander's Cup Rocket Contest**

The annual Commander's Cup Rocketry competition is scheduled for 21 May at the Durham launch site. A full set of information has been sent to every squadron. The contest is designed to "fill in the blanks" so that Cadets can earn the Rocketry Badge.

CTWG Rifle Safety and Marksmanship Program.

Cadets can learn firearms safety and qualify for the NRA-Winchester proficiency badges which they can wear on their uniforms by participation in this program.

The three events will be held at the Quaker Hill Rod and Gun Club in Oakdale, Connecticut on 26 March (closed), 28 May, and 11 June. All equipment will be provided and there is no charge. A full set of information has been sent to every squadron.

## ***WESTERN GROUP NEWS***

### ***Change of Command***

On Wednesday 9 March 2016 the Western Connecticut Group saw a change of command. Lt Col. James A. Ridley, Sr., wing Chief of Staff and Interim Western Connecticut Group Commander turned the command over to the Group to his Deputy Commander Lt Col. Meghan Brownell. During the year of Ridley's command the Group received a Successful rating on their Subordinate Unit Inspection, filled all open staff positions with qualified officers and assisted squadrons with pre and post SUI support. Just prior to the Change of Command Ceremony Lt Col. Ridley presented eight CAP Achievement Awards to members of his staff who performed their duties exceptionally well over the course of the year.

## **EASTERN GROUP NEWS**

### ***First Meeting in New Quarters***

On 2 March, Eastern Group Commander Maj Conrad Rustek convened the Squadron commanders in their new headquarters building at Windham Airport. The building formerly operated by Freedom Jets has been turned over to CTWG.

The group explored the building and were informed about our responsibilities for upkeep. Col Kenneth Chapman briefed the Group on plans for the facility. A Group Orientation Flight Day is being planned, an emergency communications trailer will be stationed there, and there is hope that a new squadron will be established.

A business meeting followed. Scheduling of events and the importance of filing complete and correct reports were emphasized. The meeting adjourned at 2100.

## SQUADRON NEWS

### *Royal Composite Squadron*

submitted by  
Capt April Krason

The Royals did a joint training exercise with Connecticut Canine Search & Rescue on Sunday 28 Feb at Camp Hartell in Windsor Locks.

Connecticut Canine Search and Rescue (CCSAR) was incorporated in 1994 as a volunteer, nonprofit organization dedicated to providing a professional team response to all emergency service agency requests for lost, missing or drowned persons; advancing education in search and rescue; and offering support for families of lost and missing persons. CCSAR is a member of the National Association for Search and Rescue. CCSAR receives no public funding and does not charge for its services.

On Saturday, the Squadron phone tree was used to put cadets and officers on alert. On Saturday morning, two cadets (C/SSgts Bell & Jordan) laid a trail for the dogs on Saturday morning (24 hrs prior to our arrival)

The field work was conducted on Sunday. There were three types of searches used.

A trailing search is when the dogs follow minute particles of human tissue or skin cells cast off by the person as he or she travels. These particles, which contain this person's scent, will be close to the ground and remain nearby foliage or the ground. so the trailing dog will have its "nose to the ground," and will follow the scent. On the morning of the search an article of clothing from each of the cadets, Bell and Jordan, were given by the handlers to the dogs to smell.

In an air scent search, the dogs find people by picking up traces of human scent that are drifting in the air, and looks for the "cone" of scent where the scent is most concentrated. To exercise the dogs, Cadets were hidden in different areas of the National Guard training area.



*C/SSgt Bell was found by CCSAR search dog Rommel*

Dogs can also do a cadaver search. The dogs react to the scent of human remains. They can identify remains above ground, buried & under water. Not one officer or cadet volunteered to be the subject for this method!

### **Danielson Cadet Squadron**

*submitted by  
Captain Everett Hadley*

Danielson is a major actor in the celebration of National Aviation Day on 6 August, 2016. Planning has already started. Cadets will form the parking detail and act as guides. They are requesting CTWG aircraft to be part of a static display and provide interactive activities for youth.

Capt. Everett Hadley assumed command of the Danielson Cadet Squadron from Maj. Dave Stansfield who held that position in an interim capacity this past February. The ceremony was presided over by the Wing Chief of Staff Lt Col. James A. Ridley, Sr. who presented Maj. Stansfield with a CAP Achievement Award for his service as interim commander. Lt Col. Ridley also helped present the AFA Cadet of the Year Award and the AFSA Cadet NCO of the Year Award to **well deserving cadets of the squadron.**

*Minutemen  
submitted by  
Lt Col Jeffrey S. Travers*

Cadet John T. Finkledey completed all requirements for the Mitchell Award and has been promoted to C/2d Lieutenant.



*2d Lt Finkeldey with State Representative Albis*

*399<sup>th</sup> Composite Squadron  
Test and photographs submitted by  
Maj Peter Milano*

Cadet First Lieutenant Joseph Taylor of Danbury, Connecticut, assumed command of Civil Air Patrol's 399th Composite Squadron cadets at the unit's Change of Command and Awards Ceremony held at Danbury Municipal Airport on February 16, 2016. Captain Joseph Bisnov, 399<sup>th</sup> Composite Squadron Commander, presided over the ceremony.



Cadet Commander Taylor joined Civil Air Patrol in May 2012. "The first sergeant at the time actually told me about CAP in the seventh grade. I went to a couple meetings and was on the fence about joining but he convinced me and I joined." Since then Taylor has held every position on the

cadet chain of command. "My first job, as element leader, gave me my first sense of responsibility," said Taylor. Taking on increasing levels of responsibilities, Taylor progressed to alpha flight sergeant, first sergeant, deputy cadet commander and executive officer, developing leadership and command abilities along the way. "Now I've been given the honor of being the cadet commander."

Taylor received the General Billy Mitchell Award in February 2015 and was promoted to cadet first lieutenant in July 2015. The General Billy Mitchell Award is the second milestone in the cadet program that marks completion of the leadership phase. Only 15% of Civil Air Patrol cadets obtain the award, making them eligible for advanced placement to the grade of airman first class (E-3) should they choose to enter the U.S. Air Force.

Taylor attended three Connecticut Wing Encampments held at Camp Niantic. "I was in Echo Flight the first year as a student and flight sergeant of Delta Flight the following year. We achieved honor flight both years." This past year at CTWG Encampment he served as the Skills Evaluator Training Officer in Charge. Taylor stated, "I am proud of all I've done with the squadron and the achievements at encampment. I'm also proud of achieving the model rocketry badge and getting elected as vice chair of the Connecticut Wing Cadet Advisory Council." The Cadet Advisory Council recommends solutions and identifies opportunities to improve the Cadet Program.

*"I have many goals for this great squadron, establishing a true chain of command and executive jobs such as cadet public affairs, logistics, and administration officers. I want cadets to want to love coming to Civil Air Patrol as much as I do and I want them to bring their friends. With more cadets the squadron becomes stronger and functions better," said Taylor. "I also want to increase cadet participation and see cadets competing for jobs. I believe this will help cadets develop their skills and advance through the program, and in the end, make the unit stronger."*

Survival Systems USA provided first aid and CPR training. The session was taught Ms Melissa Victor and Ms Michelle Carrera.



The following cadets were promoted: Cadet Cassidy Murphy received her C/A1C stripes and Cadet Joshua Chung is now Cadet Airman Chung.

A new color guard team has been formed. Team members are C/1C Cassidy Murphy, C/SrA Liam Waldron, Paul Flayhan, and Jessica Carreira, and C/Amn Elizabeth Croxford.



*186<sup>th</sup> Composite Squadron  
submitted by  
2<sup>nd</sup> Lt Charles Wareham*

The 186<sup>th</sup> is working hard training cadets and senior members in emergency services. Fourteen new members have been added to the ground team

and they spent the winter learning and practicing first aid, electronic search techniques, and land navigation. The logistics department has issued 24 and 48 hour gear to the new members and the equipment has been tested in an overnight bivouac on Mohawk Mountain.

The 186th Composite Squadron has installed 3 Dell OptiPlex computers configured to operate Flight Simulator X. Combined with two stem kits, and a Go Flight Airliner Control Module, the 186th is now set up to provide simulated flight training for cadets in a variety of basic and advanced aircraft.

In addition, the 186th has developed a flight training curriculum for cadets that takes them through the basics of forces of flight and flight controls, all the way through operating a powerful regional jet airliner on simulated routes throughout the Northeast. This flight curriculum is built in conjunction with VATSIM.net so that flights can operate in a simulated air traffic control space along with real human air traffic control provided by Boston Virtual ARTCC.com.

The sim stations were also recently used on a ES Training mission where a simulated search aircraft was operated by our CAP pilot on the VATSIM system, while at the same time a simulated crash aircraft was placed on the VATSIM system in the exact same geographical location that an ELT training beacon was placed for ground teams to find. The exercise afforded the opportunity to practice air ground coordination, dispatching aircraft, and other operational aspects.

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*Mohawk Mountain Field Training*

## *Thames River Composite Squadron*

The last 30 days have been filled with activities both senior and cadet.. Senior training, led by ESO Major J. Scott Farley concentrated on air crew qualifications.

Maj Roy Bourque worked with cadets on their GT3 qualifications

On 27 February, six cadets and two senior members gathered to work on a CAP Science, Technology, Engineering, and Mathematics (STEM) project involving the construction of robotic arms from kits supplied by the National Aerospace Education Program at Maxwell Air Force Base. Capt David Meers led the exercise assisted by Lt Col Stephen Rocketto.

Capt Meers led the group in a discussion of the different types of robots: industrial, semi-autonomous, autonomous, and the holy grail of robotics, heuristic robots.



*Working in teams of three, the Cadets assembled two robots and performed trouble shooting.*

The Thames River Cyber Security team of Cadets Hannah, Benjamin, and Daniel Ramsey and Alec deAndrade were informed that they had earned first place in the “silver tier level,” competing with other CAP units and Junior Reserve Officer Training Corps teams.

A small group of cadets had the opportunity to observe the sun and view sunspots. A cluster of sunspots was observed near the center of the sun and another on the lower west limb.

Sunspots are dark patches on the Sun's outer shell, its photosphere. The surface temperature of the sun is around 6,000 degrees but sunspots are about 2,000 degrees cooler so they appear dark against the brilliance of the photosphere. They are temporary but recurrent phenomena, often paired with opposite magnetic polarity and have a 11 year cycle. Telescopic observations were first made by Galileo in 1610. At the present time, the sun is halfway through a sunspot cycle so the number of sunspots is at a minimum.

Sunspots create fields of ions, magnetic fields, which effect the earth. The fields propagate at the speed of light and reach the earth in about eight minutes. This “solar wind” creates aurorae and can effect radio transmissions and damage electrical components, especially those in satellites.

Cadets John Meers, William Burns, and Seamus Couch traveled with Capt David Meers and Lt Col Stephen Rocketto to Pratt & Whitney's Customer Training Center (CTC) in East Hartford to attend a lecture given by Massachusetts Institute of Technology physicist, Prof. Edward Bertschinger. The MIT Club of Hartford sponsored the event.

Prof. Bertschinger's lecture discussed the recently detected gravity waves. Gravity waves were postulated by Einstein's Theory of General Relativity in 1916 but were not observed until September of 14th, 2012.

At the conclusion of his lecture, Prof. Bertschinger entertained question from the students and teachers in the audience. The students then enjoyed a pizza lunch while the adult escorts were given a guided tour of the CTC led by CAP Lt Col Kenneth Benson, a retired P&W employee and Air Force pilot. Benson explained that the The Training Center employs a number of current Pratt engines which are used for hands-on training of technicians from all over the world.



*Lt Col Benson and the P&W X-3, a prototype of the famous Wasp engine.*



*Honoring Capt Yeaton*

### **CANADIAN AIR CADETS VISIT GROTON**



Thames River Composite Squadron, Civil Air Patrol (CAP), was honored when they hosted 29 members of the 173<sup>rd</sup> Royal Tiger, Canadian Air Cadets, from Trenton, Ontario. The Royal Tigers are on a week long trip and spent two days in Groton.

A full schedule of activities was planned and carried out. Tuesday was spent touring the U.S. Coast Guard Academy, University of Connecticut Oceanography Laboratories, Survival Systems USA, and a joint meeting with Thames River cadets.

The Coast Guard Academy tour was led by Cadet 3<sup>rd</sup> Class Nicholas Dunbar and Cadet 2<sup>nd</sup> Class Brendan Flynn. Flynn was a former Cadet Commander of the Thames River Squadron where he earned his private pilot certificate. The first stop was at the Coast Guard Museum where curator Jennifer Gaudio spoke about the history of the Coast Guard and directed cadets to important artifacts.

They then toured the campus, stopping to pay their respects at Capt. Hopley Yeaton's tomb. Yeaton was the first commissioned officer in what became the Coast Guard.

The Royal Tigers then crossed the Thames and meet CAP member, 2<sup>nd</sup> Lt. Steven Schmidt at the University of Connecticut's Oceanography laboratories. Schmidt is a doctoral candidate in physical oceanography at Avery Point who introduced the cadets to oceanography instrumentation and ocean biology.



*Royal Tigers Observe Biological Experiment Studying Physical Properties of Fish Habitat*

A short ride took the cadets to Survival Systems USA at Groton Airport. Survival Systems is an organization which offers a wide range of water survival training to the aviation community. General Manager Hugh Teel and his staff demonstrated the operation of their Modular Egress Training Simulator (METS). The METS can be configured many common aircraft. It is lowered into a pool and turns upside down. Students are trained to escape under these difficult conditions.

Tuesday ended with a meeting at the Thames River headquarters. A viewing of one of CAP's Cessna 182 search and rescue aircraft and an opportunity for cadets from both squadrons to mix and talk about their aviation experiences. Flight Sergeant Erin Derry and Flight Corporal Emma Layton and Royal Tiger Commanding Officer, Capt. Sandra Knautz explained the nuances of the Canadian program. Many similarities exist. Both

organizations were established within a week of each other in 1941 and both operate off similar syllabi concentrating of leadership, physical training, and aeronautical aviation skills.



*Flight Corporal Emma Layton and Flight Sergeant Erin Derry speak about the Canadian Cadet experience.*

However, the program in Canada is under the direct control of the Canadian military, funded by the Department of National Defence with additional support by the civilian Air Cadet League of Canada. The adult leadership are all serving members of the Canadian Armed Forces. All normal squadron programs and summer encampments are gratis.

The Civil Air Patrol receives a substantial part of its budget from the U.S. Air Force but it also exists as a corporate entity. Adult leadership are civilians, many with military or educational backgrounds but are volunteers. Much of the expense is carried by the membership.

The first day ended with an exchange of tokens of friendship. Captain Sandra Knautz presented Thames River with a Canadian flag and Lt Col John deAndrade reciprocated with a plaque containing a squadron photo and insignia.



*Exchange of Memorabilia*

Almost all of the second day was spent at U.S. Submarine Base. The day commenced with a briefing about the mission of the submarine force delivered by base Public Affairs Officer Chris Daniels and Lt. Com. Ben Amour, officer in charge of the *U.S.S. Nautilus*. Eurie Cantillo, an educational specialist then led a museum tour after which the cadets boarded the *Nautilus*. Lunch followed and Capt. Paul Whitescarver, the 51<sup>st</sup> commander of the base spoke while the cadets ate.

After lunch the tour continued. A visit to Momsen Hall and Wilkinson Hall training facilities showed cadets basic training techniques in submarine escape and the handling of torpedoes and Tomahawk missiles.

A highlight of the day was when the land-locked Canadians from Ontario were allowed to board the *U.S.S. Pittsburgh*, a Los Angeles class submarine. The workings of the boat and its capabilities were explained by crew members Navy escort Lt. Daniel Mogiave.



*Pittsburg crewman points out special features of the boat.*



An evening of bowling and pizza at the Coast Guard Academy closed out the evening and the Canadian cadets returned to their quarters to prepare for the next phase of their trip, a visit to Battleship Cove in Fall River and the *U.S.S. Massachusetts*.

## AEROSPACE CURRENT EVENTS

*Gone West*  
21 February, 2016



Captain Eric Melrose “Winkle” Brown, CBE, DSC, AFC, Hon FRAeS, RN., a legendary test pilot, has gone west, age 97.

Brown holds the record for the most aircraft flown, 487 types, and his over 2,000 aircraft carrier take-offs and landings doubles the second place holder's traps. His “carrier firsts” include the the first landing of a tricycle gear aircraft and the first jet landing of a jet.

Brown and his father were attending the 1936 Berlin Olympics with his father, a Royal Flying Corps veteran. Ironically, Ernst Udet, Germany's second highest scoring ace and later a General in command of Luftwaffe equipment development and supply, took Brown up for aerobatics and after allowing him to handle the controls, stated that Brown had the “temperament of a fighter pilot” and recommended a career in aviation.

While studying German at the University of Edinburg, Brown joined the University Air Squadron and learned to fly. In 1939, while he was in Germany as an exchange teacher, war was declared and he was arrested, and escorted to the Swiss border.

Returning to Britain, Brown attempted to join the Royal Air Force but was told “there was no rush for my services.” However the Fleet Air Arm (FAA) could find a “use” for him and he was assigned to HMS Audacity, an escort carrier protecting convoys in the North Atlantic. He flew the Grumman F4F Wildcat, know to the British as the Martlet. He was aboard when the ship was torpedoed and sank and was one of the few survivors of the air detachment.

The FAA recognized his abilities and sent him to the Royal Aircraft Establishment, Farnborough as a test pilot. His primary task was determining the suitability of aircraft for naval operations.

The US Army Air Force called upon his knowledge of high speed flight to work out the control problems experienced in fighters when they encountered compressibility and found out the limiting Mach number was around 0.7.

At the conclusion of the war, he commanded the “Enemy Aircraft Flight“ which evaluated the capabilities of captured Axis aircraft. He also interview Herman Goering Wernher von Braun, and Willi Messerschmidt among others.

In 1945, Brown was the first pilot to land a jet on an aircraft carrier, a Sea Vampire on HMS Ocean.

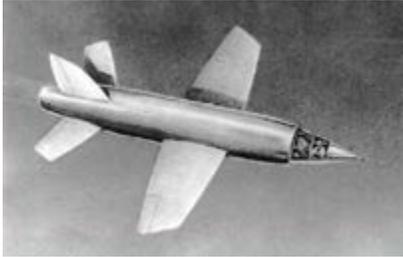
The first landing of a jet aircraft on an aircraft carrier. (US Naval Aviation News)

During the Korean War, Brown was seconded to the U.S. Naval Test Center at Patuxent River, Maryland where he explained and demonstrated the concept, now common, of an angled deck.

Brown's postwar career included developmental work on FAA and experimental aircraft Two unique designs were the Miles M.52 and the DeHavilland DH 108 (Swallow).

The turbojet powered Miles aircraft was cancelled for political reasons but was capable of supersonic flight, validated by a Mach 1.3 flight of a scale model. According to the story, the data was turned

over to Bell Aircraft including details of the variable incidence tail which was incorporated into the Bell X-1, the first aircraft to break the sound barrier.



*Artist impression of the Miles M.52 (Credit:UK Gov't)*

Brown judged the DH 108 a “killer.” She was Britain's first delta wing and tail-less design and he was one of the six test pilots who flew her, three of whom were killed in the crashes of all three prototypes.



*DeHavilland Swallow (Credit: USN Naval Aviation News)*

In a radio interview, Brown described the characteristics which make for a good test pilot. They served him well. He crashed 11 times.

*“I have a nature that doesn't panic in these situations.”*

*My brain goes very sort of cold, and very good at considering things.”*

*Nobody is without fear, he said, but there was often a casual attitude among the other pilots.*

*They'd say "kick your tyres, light your fires, and the last one off's a sissy.”*

*I was not of that school at all. I always put two things down to my survival. I was always meticulous in my preparation.*

*Secondly, my height - I'm only 5ft 7in - saved me*

*because there were occasions I would have lost my legs in crashes.”*

It was his height that earned him his nickname "Winkle" - short for "periwinkle", a type of small mollusk - from his colleagues.

Brown was more than a test pilot. He served a spell as naval attache in Bonn, was commander of a naval air station, promoter of the utility of helicopters and was elected President of the Royal Aeronautical Society.

Brown published a number of books worth reading: Wings on My Sleeve and Wings of the Weird and Wonderful are two recommendations worthwhile for any student of aviation.

Rarely does a man of such consummate skill, audacity, and service pass out way. We are diminished.

#### *Observing Jupiter and the Galilean Satellites*

The planet Jupiter is now in opposition to the sun. This means that the sun and Jupiter are 180 degrees apart and that the full disc of the planet is illuminated when seen from the earth. It is an ideal time to observe Jupiter and its four major satellites.

Around 1619, Galileo Galilei used a telescope to observe celestial objects. The telescope's lenses was about 40 mm in diameter, fairly close to most modern binoculars and provided a magnification of about seven times, also fairly close to a modern binocular. When he observed Jupiter, he notices four starlike objects, all in a line, and very close to the planet. He had discovered Ganymede, Callisto, Io, and Europa, Jupiter's four largest moons. Galileo observed them over a short period of time and noted their shifts in position.

Anyone with a pair of 7X binoculars can observe Jupiter and its moon today. The planet will be visible all night, the brightest object in the eastern sky during the early stages of the evening.

You can recapitulate Galileo's observations and

watch its satellites change position. You may not always see all four as they are not visible when they are in front of or behind the planet.

## AEROSPACE HISTORY

22 MAR, 1915-The US Navy adopts the term “naval aviator” to replace “naval air pilot.”

23 MAR, 2001-Space station *Mir*, after 15 years in space, is de-orbited and falls to earth.

24 MAR, 1977-First flight of the Lockheed YC-141B, the stretched Starlifter equipped with in-flight refueling gear.

25 MAR, 1958-First flight of the Canadair CF-105 Arrow, piloted by Janusz Zurkowski.



*Model at Canadian Air and Space Museum, Downsview-A promising design killed by a political decision.*

26 MAR, 1992-Cosmonaut Serge Krikalov, who departed from the Soviet Union, returns to the Commonwealth of Independent States having spent 313 days aboard Space Station Mir during which time, the Soviet Union dissolved.

27 MAR, 1975-First flight of DeHavilland of Canada DHC-7.



*PanAm Express Dash 7 Rotates*

28 MAR, 1971-Pioneer in aerial photography and aircraft production, Sherman Fairchild goes West.

29 MAR, 1927-The Aeronautics Board of the Department of Commerce issues Aircraft Type Certificate Number One to the Buhl C-3A Airster.

30 MAR, 1931-Boeing delivers the first 247 to United Airlines.



*United's 247D, the first modern airliner, flown by Roscoe Turner and Clyde Pangborn to third place in the MacRobertson Race, England to Australia.*

*The winner was a DH-88 racer specifically designed for the race. In second place was a Douglas DC-2 flown by legendary KLM pilots Koene Parmentier and J.J. Moll.*

31 MAR, 1911-Congress makes its first appropriation for Army aeronautics, \$125,000 for fiscal year 1912.