



A CAP Aerospace Education Moment

Did you know?

In 1909 New York City put on a big celebration to celebrate the 300th anniversary of Henry Hudson sailing up the river that would be named after him and the 102nd anniversary of Robert Fulton's *Clermont*. Replicas of both ships were in the water. To show further progress in transportation, the City arranged for Glen Curtiss and the Wright Brothers to make flights with their respective aircraft from Governors Island. Grover Loening (after whom the Loening Award is named) was an engineering student from Columbia used family connections to get a letter of introduction to Wilbur Wright. Wilbur was too busy preparing his airplane to pay much attention to him, but Loening would not go away so Wilbur gave him a rag and told him to clean up some oil. Loening considered this incident the start of his career. He wasn't hired right away, but a few years later Orville was in New York on other business, interviewed him and hired him as his assistant and manager of the Wright plant in Dayton.

Loening was alert to advances in airplane design taking place in Europe while Orville seemed to be only interested in small improvements to the original Wright design. As much as Loening admired the Wrights, he left to take a position as Chief Aeronautical Engineer of the US Army's Aviation Section in San Diego. There had been many crashes of airplanes that had engines behind the pilot in which the pilot was killed when the engine fell on top of him. The first thing Loening did was ban both Wright and Curtiss planes that had engines in the rear. Curtiss would develop the JN-4D Jenny, a trainer, and Wright built British designed DH-4's under license during World War I. No American designed combat planes served in that war!

Loening would form his own company which would build biplane amphibians with retractable wheels for both the Army and the Navy. He would also hire a young Naval aviator named Roy Grumman who originally had been sent to his plant to test fly and supervise construction of planes being built for the Navy. Grumman would leave when the company was sold and with two form their own company. Interestingly, the Grumman amphibian bore a strong resemblance to the Loening, but was a sleek and more modern monoplane. During WWII and beyond, Grumman produced notable aircraft for the Navy. Roy Grumman gradually withdrew from active management, but pushed the company to get involved with the Space Program which resulted in the Lunar Module that put the first astronauts on the Moon in 1969.

THE AIR FORCE ASSOCIATION'S CYBERPATRIOT VIII IS NOW UNDER WAY

A number of units in New York Wing have registered teams in CyberPatriot VIII. This is a program developed by the Air Force Association along with some major corporations such as Grumman. The idea is to give American youth the opportunity to work with computers in a competition during which they learn how to defend computers against a cyberattack. Each year, the Air Force Association has been opening up the CyberPatriot program to more and more youth. This year they even have invited elementary school teams to participate. It should be noted that the CAP Teams are in the "All-

Service" category along with the AF JROTC and the JROTC programs of the other branches.

The units in New York Wing that have registered teams to participate are: Suffolk Squadron 10, Brooklyn Tech Cadet Squadron, Academy Cadet Squadron, Col Johnnie Pantanelli Squadron, a Squadron that just registered as "CAP" and goes by the nick name of Hawk Eyes, Putnam County Composite Squadron, Orange County Cadet Squadron, Sullivan County Cadet Flight, CAP MEG Team, Capt Luke Wullenweber Squadron, CNY Syracuse Cadet Squadron, Rochester Composite Squadron, and Western New York Group.

We wish the best of luck to all New York Wing teams for a successful and enjoyable competition.