

*Missions for America
Semper vigilans!*



Semper volans!

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Squadron
Connecticut Wing, Civil Air Patrol
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04 July, 2023

*Lt Col Stephen Rocketto Editor
1st Lt David Pineau, Publisher
Maj Roy Bourque, Paparazzo
2d Lt Joanne Richards, PAO
C/2dLt Stephen Buchko, Cadet AEO
Capt Edward Miller, Features
Maj Scott Farley, Roving Correspondent
Shawn Terry, Automated Sciences, IT Guru*

11 JUL-TRCS Meeting
13-16 JUL-North Stonington Fair
14 JUL-Military App. Night-Dodd Stadium
18 JUL-TRCS Meeting
25 JUL-TRCS Meeting
29 JUL-06 Aug-CTWG Encampment
19 AUG-Connecticut Aviation Day-GON
09 SEP-Touch-A-Truck-East Lyme
15-17 SEP-CTWG Conference
21-24 SEP-Durham Fair Parking Detail
23 SEP-Scarecrow Festival-Preston

MEETING

04 July, 2023

No meetings were held.

INDEPENDENCE DAY PARADE

Heavy rain and an electrical storm delayed the start of Groton's Independence Day Parade but the TRCS contingent sheltered in CAP vans and cars and were on duty when the parade started at 1000, an hour late.

Two dozen CAPsters participated. Cadets Fago, Mazzulli, Danner, Knets, Grogan, Kreyszig, Isenburg, S. Buchko, N. Buchko, Balfour, Gudbrandsen, Larson and Bland were there from Thames River. As were senior members Bourque, Schmidt, Thornell, Richards and Isenburg.



Danielson was represented by three cadets and their parents, Bourque, Schmidt, Thornell, Richards and Isenburg. And our visiting Cadet Tupas from Arizona rounded out the party. Our marchers were the largest uniformed contingent in the parade.

THE DECLARATION OF INDEPENDENCE

Traditionally, and where would we be without tradition, *The Coastwatcher* publishes a copy of *The Declaration of Independence* in the issue nearest July 4th. The Declaration of Independence is a clearly stated argument which states the reasons which have forced the thirteen colonies to sever their bonds with Great Britain.

The "4th" became a federal holiday in 1870. In 1941, it became a paid holiday for federal

employees. Traditionally, the day is celebrated with barbecues, fireworks, and sports. One of these is the shooter's frolic in which marksman gather and "shoot at a mark." So on Independence Day, as tradition demands, the Editor will repair to a rifle range, read the Declaration of Independence, and "shoot at a mark."

The Declaration is a seminal document in the history of our country and warrants our attention as citizens if one is to understand what provoked the signers to engage in a treasonous act against their mother government. What was written then still has import today and is applicable to current events. So take a gander at our Declaration of Independence and think about its importance, event today.

*Action of Second Continental Congress,
July 4, 1776.*

*The unanimous Declaration of the thirteen united
States of America,*

WHEN in the Course of human Events, it becomes necessary for one People to dissolve the Political Bands which have connected them with another, and to assume among the Powers of the Earth, the separate and equal Station to which the Laws of Nature and of Nature's God entitle them, a decent Respect to the Opinions of Mankind requires that they should declare the causes which impel them to the Separation.

WE hold these Truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness—That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed, that whenever any form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such form, as to them shall seem most likely to

effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient Causes; and accordingly all Experience hath shewn, that Mankind are more disposed to suffer, while Evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long Train of Abuses and Usurpations, pursuing invariably the same Object, evinces a Design to reduce them under absolute Despotism, it is their Right, it is their Duty, to throw off such Government, and to provide new Guards for their future Security. Such has been the patient Sufferance of these Colonies; and such is now the Necessity which constrains them to alter their former Systems of Government. The History of the present King of Great-Britain is a History of repeated Injuries and Usurpations, all having in direct Object the Establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid World.

He has refused his Assent to Laws, the most wholesome and necessary for the public Good.

He has forbidden his Governors to pass Laws of immediate and pressing Importance, unless suspended in their Operation till his Assent should be obtained; and when so suspended, he has utterly neglected to attend to them.

He has refused to pass other Laws for the Accommodation of large Districts of People, unless those People would relinquish the Right of Representation in the Legislature, a Right inestimable to them, and formidable to Tyrants only.

He has called together Legislative Bodies at Places unusual, uncomfortable, and distant from the Depository of their public Records, for the sole Purpose of fatiguing them into Compliance with his Measures.

He has dissolved Representative Houses repeatedly, for opposing with manly Firmness his Invasions on the Rights of the People.

He has refused for a long Time, after such Dissolutions, to cause others to be elected; whereby the Legislative Powers, incapable of Annihilation, have returned to the People at large

for their exercise; the State remaining in the mean time exposed to all the Dangers of Invasion from without, and Convulsions within.

He has endeavored to prevent the Population of these States; for that Purpose obstructing the Laws for Naturalization of foreigners; refusing to pass others to encourage their Migrations hither, and raising the Conditions of new Appropriations of Lands.

He has obstructed the Administration of Justice, by refusing his assent to Laws for establishing Judiciary Powers.

He has made Judges dependent on his Will alone, for the Tenure of their Offices, and the Amount and Payment of their Salaries.

He has erected a Multitude of new Offices, and sent hither Swarms of Officers to harass our People, and eat out their Substance.

He has kept among us, in Times of Peace, Standing Armies, without the consent of our Legislatures.

He has affected to render the Military independent of and superior to the Civil Power.

He has combined with others to subject us to a Jurisdiction foreign to our Constitution, and unacknowledged by our Laws; giving his Assent to their Acts of pretended Legislation:

For quartering large Bodies of Armed Troops among us:

For protecting them, by a mock Trial, from Punishment for any Murders which they should commit on the Inhabitants of these States:

For cutting off our Trade with all Parts of the World:

For imposing Taxes on us without our Consent:

For depriving us, in many Cases, of the Benefits of Trial by Jury:

For transporting us beyond Seas to be tried for pre-tended Offences:

For abolishing the free System of English Laws in a neighbouring Province, establishing therein an arbitrary Government and enlarging its Boundaries, so as to render it at once an Example

and fit Instrument for introducing the same absolute Rule into these Colonies:

For taking away our Charters, abolishing our most valuable Laws, and altering fundamentally the forms of our Governments:

For suspending our own Legislatures, and declaring themselves invested with Power to legislate for us in all Cases whatsoever.

He has abdicated Government here, by declaring us out of his Protection and waging War against us.

He has plundered our Seas, ravaged our Coasts, burnt our Towns, and destroyed the Lives of our People.

He is, at this Time, transporting large Armies of foreign Mercenaries to compleat the Works of Death, Desolation, and Tyranny already begun with circumstances of Cruelty and Perfidy, scarcely paralleled in the most barbarous Ages, and totally unworthy of the Head of a civilized Nation.

He has constrained our fellow Citizens taken Captive on the high Seas to bear Arms against their Country, to become the Executioners of their friends and Brethren, or to fall themselves by their Hands.

He has excited domestic Insurrections amongst us, and has endeavoured to bring on the Inhabitants of our Frontiers, the merciless Indian Savages, whose known Rule of Warfare, is an undistinguished Destruction, of all Ages, Sexes and Conditions.

In every stage of these Oppressions we have Petitioned for Redress in the most humble Terms: Our repeated Petitions have been answered only by repeated Injury. A Prince, whose Character is thus marked by every act which may define a Tyrant, is unfit to be the Ruler of a free People.

Nor have we been wanting in Attentions to our British Brethren. We have warned them from Time to Time of Attempts by their Legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the Circumstances of our Emigration and Settlement here. We have

appealed to their native justice and Magnanimity, and we have conjured them by the Ties of our common Kindred to disavow these Usurpations, which, would inevitably interrupt our Connections and Correspondence. They too have been deaf to the Voice of Justice and of Consanguinity. We must, therefore, acquiesce in the Necessity, which denounces our Separation, and hold them, as we hold the rest of Mankind, Enemies in War, in Peace, Friends.

We, therefore, the Representatives of the UNITED STATES OF AMERICA, in General Congress, Assembled, appealing to the Supreme Judge of the World for the Rectitude of our Intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly Publish and Declare, That these United Colonies are, and of Right ought to be, FREE AND INDEPENDENT STATES, that they are absolved from all Allegiance to the British Crown, and that all political Connection between them and the State of Great-Britain, is and ought to be totally dissolved; and that as FREE AND INDEPENDENT STATES, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which INDEPENDENT STATES may of right do. And for the support of this Declaration, with a firm Reliance on the Protection of divine Providence, we mutually pledge to each other our Lives, our fortunes, and our sacred Honor.

Here are some details about the Connecticut signers. Fifty-six men signed the document. They were men of means, educated and active social and political stalwarts in their communities. Signing the document was an act of high treason. The penalty was death carried out by a gruesome process of hanging, disembowelment, beheading and quartering of the body. All property would be confiscated and all family members present and future disinherited. The war which followed resulted in many of them losing their property, had sons killed in combat and forces some into indebtedness and bankruptcy.

Roger Sherman is the only man to have signed all four of the fundamental documents: the Declaration, the Articles of Association, the

Articles of Confederation, and the United States Constitution. Sherman lived in New Haven County and was a farmer, surveyor and lawyer.

William Williams was educated at Harvard, was a pastor and earned his living as a merchant. Active in politics, he served as town clerk in Lebanon for 44 years, as a selectman and speaker of the house in the colonial legislature.

He was an early protestor of British abuses and was a member of the Sons of Liberty, Connecticut's Committee of Correspondence and Council of Safety. His home is a national historic site in Lebanon.

He fought in the French and Indian Wars as a Colonel of Militia and later served as a brigadier general of Connecticut forces in the Continental Army,

Oliver Wolcott was the son of Connecticut Governor Roger Wolcott. He was educated at Yale and lived in Litchfield. Wolcott served as a major general in the Connecticut Militia during the Revolutionary War. He fought under Horatio Gates and Benedict Arnold at Saratoga, a victory which prevented the British from dividing New England from the southern colonies.

There is a "legend" that Oliver Wolcott used pieces of a statue of King George to make bullets for the Continental Army but no documentary evidence can be found.

Samuel Huntington, a lawyer, hailed from Norwich. He was the first president of the Continental Congress when the Articles of Confederation were ratified. Norwich makes claim that he was the first President of the United States but the president of the Continental Congress was an administrator under the direct control of Congress and had no executive powers. The home where he was born is a museum in Scotland.

After independence, Huntington became lieutenant-governor and chief superior court judge in Connecticut, and for a decade was its governor. He is credited with helping to build roads and develop industry in the state.

AEROSPACE CHRONOLOGY

July 5, 1945 – American Airlines acquires American Export Airlines (AEA) and forms American Overseas Airlines (AOA).

AEA was a subsidiary of American Export Lines, a shipping company which operated a fleet of passenger and cargo ships between New York and destinations in the Mediterranean. In 1937, the shipping line managed to get a “temporary certificate” to serve Lisbon and later Foynes, Ireland. This was accomplished despite the vigorous opposition of Juan Trippe who fought to maintain Pan American's monopoly status as the sole U.S. flag carrier for overseas air transport.

AEA purchased all three of the Sikorsky-Vought VS-44s manufactured and operated them during the war under a Navy contract.



In 1944, AEA flew Douglas C-54 Skymasters on Air Transport Command missions to Africa. They earned rights to serve Europe in 1945 but the parent steamship company, American Export Lines, had to turn its operations over to another company not involved with surface transportation.



Skymaster in WWII ATC Livery

Through stock purchases, American Airlines brought a controlling interest and AEA was renamed American Overseas Airlines (AOA).



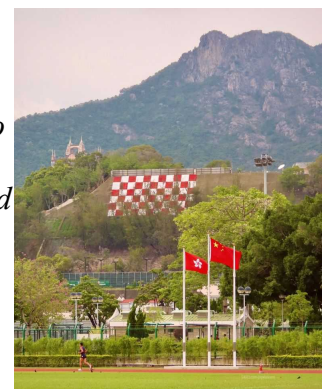
One of AOA's Boeing Stratocruisers which also carried the American Airline lightning stripe and eagle.

In 1950, American Airlines decided to divest itself of AOA and Pan American acquired the assets as part of its Atlantic Division which ultimately purchased by Delta Airlines.

July 6, 1998 – Hong Kong's notorious Kai Tak Airport was closed and commercial operations were switched to the new Hong Kong International Airport at Chek Lap Kok.

Kai Tak had a reputation as one of the most difficult airports to approach and land. It has a single 11,000 foot runway, 13/31. The “Checkerboard Approach” is legendary. Its official name was the Instrument Guided System 13 Approach.

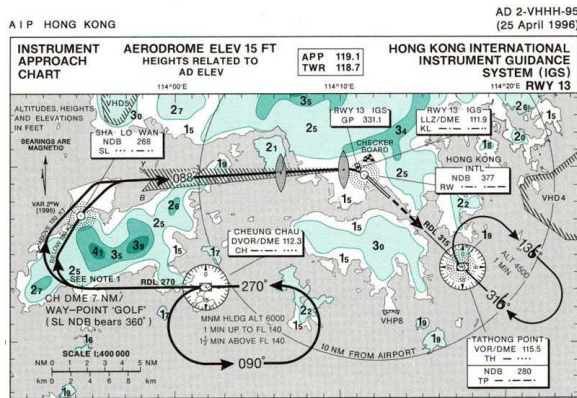
The “Checkerboard” marker indicates time to switch from and instrument approach and commence a 47 degree right turn.



It commenced by flying what might appear to be a normal ILS approach using a localizer and glide slope for guidance but the guidance put you on a course at 47° to the runway and you fly to a large red and white checkerboard on a hill. At 650 over a densely populated section of the city, you make a 47° right turn and you are on a two mile final to Rwy 31.

of delivering a standard army three ton truck but was too late for wartime service.

Air ferry loading an automobile.



The fuselage was optimized to carry bulky cargoes. The flight deck was elevated so large objects could be loaded through the clamshell doors on the nose. It also had a built-in hoist to assist loading and the floors were reinforced and liberally equipped with tie-downs.

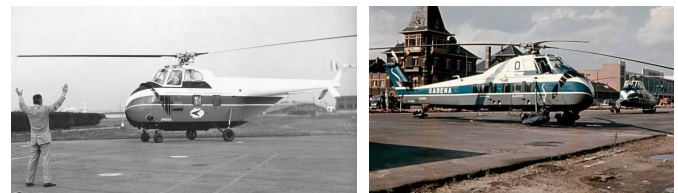
July 8-Scheduled Helicopter Services

1952 – New York Airways starts inter-airport helicopter flights linking LaGuardia, Newark (now Newark Liberty International Airport) and Idlewild (Now John F. Kennedy International Airport) using Sikorsky S-58s. The schedule listed 16 flights per day at 90 minute intervals. A second source lists the date of the start of service as July 9 and a third source claims 1953 as the year!



A 747 turning onto a 2 mile final approach.

Just before touch-down, the aircraft was only 200 feet above Kowloon City, one of the most densely populated places on earth (Credit: Manuel Cenata/AFP).



NYA and Sabena Sikorsky's

1953 – Sabena (*Société Anonyme Belge d'Exploitation de la Navigation Aérienne*) inaugurated international helicopter service from Belgium to the Netherlands and France using the Sikorsky S-55. Another source claims that the date was September 1, 1953! S-55

July 7, 1948 – Silver City Airway opens the first air ferry service delivering automobiles from Folkstone, Kent, England to Le Touquet France. The venture was highly successful and made thousands of crossings and was copied by other operators and a wide range of cities in Europe enjoyed the auto-ferry service.

July 9, 1924 – The first recorded flight of a live bull takes place when champion breeder Nico V is flown from Rotterdam, Holland to Paris, France. The bull is carried by KLM in a Fokker F.III transport aircraft.

Silver City used Bristol Type 170 freighters which had been designed as a military transport capable



The Fokker III had a 1,500 pound load capacity. Mature bulls average around 1,500 pounds. Given a pilot, animal tender and a max fuel load of 560 pounds (which it would not need for this short flight), this is obviously an immature animal and the picture confirms this conclusion.

July 10, 1947 – First flight of the Airspeed Ambassador. The Ambassador was designed to fulfill a wartime plan of Great Britain to get back into the market for commercial airliners. But the plan foundered.

Only 23 were produced and British European Airlines took 20 of them.. Airspeed was not seen by potential buyers as a large enough company to provide future production output and maintenance support, the market was flooded with cheap surplus DC-3s, the Convair 240s and Vickers Vikings provided alternate aircraft with equivalent performance and better economics so the aircraft faded into obscurity.



RMA Christopher Marlow on display at Duxford.

July 11- Government Involvement in Commercial Air Commerce

1922 – The International Convention for the Regulation of Air Navigation (ICAN) meets. ICAN, was an alliance of countries who agreed to set standards and procedures for aerial navigation which included rules of flight, certification of aircraft and crews and standard for maps, meteorology and lights and signals.

1978 –The United Kingdom government agrees to fund development of the Bae 146 on a 50-50 basis with the government receiving a return from share of the sales revenues. The niche market which

British Aerospace hoped to exploit was the gap between turboprop airliners like the Hawker Siddeley HS.748 and Fokker F.27 and the small jet liners like the Boeing 737.

On June 29th, 1994, Bae-146 registered as ZE700 and belonging to The Queen's Flight, equivalent to the USAF Special Air Mission organization which flies Air Force One was attempting to land at Islay Airport in the Inner Hebrides. Prince Charles, now Charles, Prince of Wales, now King Charles III, a licensed pilot and an RAF Group Captain was on the passenger manifest but the Captain had invited him to the cockpit and he was given control of the aircraft. The accident report follows:

The landing was on Runway 13, which had an LDA of 1,245 m. The wind was 250° at 20 kt, giving a tailwind component of 12 kt. The approach was unstable, being above the normal approach path and too fast. The aircraft's speed across the threshold was Vref +32 kt and it landed long, with only 784 m of the runway remaining. The aircraft touched down on its nose landing gear, and 'wheelbarrowed', delaying the activation of the weight-on-wheels switches and hence the deployment of the lift spoilers and the selection of ground idle power. The weight-on-wheels switches activated with 509 m of the runway remaining. The aircraft ran off the end of the runway and was damaged.



The Captain, Squadron Leader Graham Laurie, was found negligent "in that he failed to intervene when the aircraft performance and limitations were exceeded in the final stages of the flight" and the navigator was found negligent for "failing to advise the captain of the tailwind component and to draw his attention to the inaccurate approach parameters."

Charles, Prince of Wales, was not blamed since he was a passenger who had been invited to fly the aircraft. It good to be heir to the throne.