



Missions for America

*Semper vigilans!*

*Semper volans!*

Publication of the Thames River Composite Squadron  
Connecticut Wing  
Civil Air Patrol

<http://ct075.org>

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03 July, 2018

### MEETING MINUTES

*03 July, 2018*

#### *Cadets*

Cadets performed the usual duties and activities. Much of the time was spend preparing for the Fourth of July Parade in Groton.

#### *Seniors*

Maj Farley called upon department heads and project leaders to report the current status of their activities.

Lt Col Doucette, Finance Officer reported that the TRCS accounts are healthy. Squadron dues are now due, \$50.

Lt Col Rocketto, Aerospace Education Officer, reported that three squadron members need to complete the requirements for the Yeager Ribbon to meet the goal of 10'0% attainment.

Lt Col Bright, Recruiting and Retention, led a discussion on the best way to recruit new members.

Lt Col Kinch, Administrative Officer, said that information will be forthcoming on the method to bring the on-line awards and decorations listings up-to-date.

Lt Kopycienski announced that the unit's radios and antennae grounds have been installed and are sufficient. He also noted that 39 members of the Squadron are ICUT qualified.

Lt Heard reported that the damaged trailer skirting has been repaired. He is also engaged in testing new lighting for the meeting rooms.

### PROMOTIONS AND ACHIEVEMENTS

New member Guy Bradstreet was introduced. He is a 31 year veteran of the army and national guard and his skills will be an asset in our assigned missions.

Former Cadet Commander, C/Col Daniel Hollingsworth was sworn in to the class of 2022 at the United States Military Academy, West Point.



*Cadet Fourth Class Hollingsworth proudly displays his new hairstyle.*

*Marching onto the Plain for the swearing in ceremony. Where's Daniel?*

*(Photo Credits: Hollingsworth Family)*

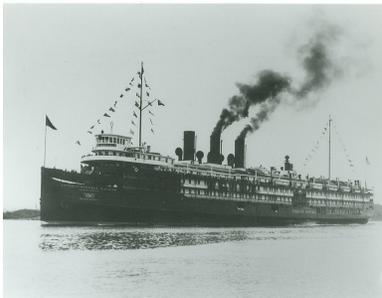


## PADDLEWHEEL CARRIERS AND THE CORN BELT FLEET

A pair of readers, Carl Stidsen and Hap Rocketto, responded to the query about U.S. WWII paddle wheel aircraft carriers. There were two of them, the *USS Sable* (IX-81) and *USS Wolverine* (IX-64) which were converted from Great Lake steamers and used to train Navy pilots. They were not equipped with hangars since they were only used to train pilots and landing signal officers. The aircraft, mostly North American SNJ Texans or Grumman F4F Wildcats and crews returned to land bases and the ships tied up at the Chicago Naval Reserve Armory.

Pilots qualified after making eight take-offs and landings. A future President, Lt. Junior Grade George H.W. Bush qualified aboard the *Sable*.

*Originally The Sable was the S.S. Greater Buffalo. She was not only a training ship but also used as a test bed in a number of experiments. She was the first U.S. carrier equipped with a metal flight deck.*



*From Luxury Liner to Spartan Training Ship:  
Greater Buffalo and USS Sable*



In addition, the first U.S. television guided drones were tested aboard the *Sable*. They were TDN-1s designed and built by the Naval Aircraft Factory in Philadelphia. Of wooden construction and

powered by two 220 HP Lycoming engines, just over 100 were constructed. Designed to carry a 2000 lb bomb or torpedo, they never saw combat. Some were used as targets for anti-aircraft guns.

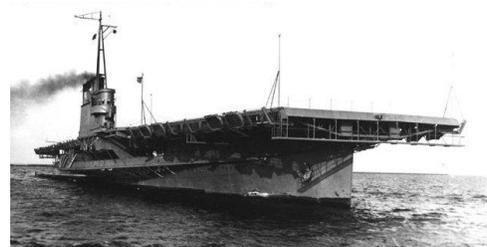


*TDN Drones on Sable  
(Photo Credits: USN)*

*The Wolverine was converted from the S.S. Seaandbee, a luxurious side-wheel excursion steamer which could carry 1,500 passengers. She was operated by the Cleveland & Buffalo Transit Company, hence the name.*



(Photo Credits:  
National Naval  
Aviation  
Museum)



The War Shipping Administration paid \$750,000 dollars for the ship in 1942 but in 1945, the owner, Joseph McGuire was indicted for fraudulent evaluation when it was discovered that he had paid only \$135,000 to purchase the vessel. In 1947, McGuire was convicted and fined \$500,000. The government also recovered the overpayment from the company stockholders.

The two carriers were not the only navy vessels on the Great Lakes. The inland waters were free from enemy action and conveniently located near

supply sources and housing. Under these benign conditions, many destroyers and escort craft and even cruisers were part of what became known as the “Cornbelt Fleet.” The last of these ships departed in 1970, ending 161 years of an armed naval presence on “the Lakes.” A wag commented that if the “Canadian-US Tariff War” heats up, the Navy might have to return.

Both ships were decommissioned in November of 1945 after training some 35,000 pilots. The Great Lakes Historical Society attempted to acquire the *Sable* as a museum ship and display her at Put-in-Bay, site of Commodore Oliver Hazard Perry's naval victory over the British on Lake Erie in 1813. The proposal failed. Both the *Sable* and the *Wolverine* were sent to the ship breakers and so ended the careers of the only two fresh water, coal fueled, side wheel aircraft carriers to serve in the United States Navy.

### AEROSPACE CHRONOLOGY

04 July, 1952 - Captain James A. Horowitz, better known as James Salter, shot down his first and only MiG-15. After leaving the Air Force, he changed his name and wrote a novel, *The Hunters*, about fighter pilots in Korea.



*Salter flew with the 335th Fighter Interceptor Squadron. The Squadron was formed from the 121 (Eagle) Squadron, RAF), American volunteers who ought prior to the United States entry into WWII.*

The primary theme involved the ambitions and character of a somewhat ruthless pilot named Pell whose character somewhat resembles that of Bruno Stachel in *The Blue Max*. As what seems to

be traditional, Hollywood produced a rather bad movie faintly resembling the Salter novel.

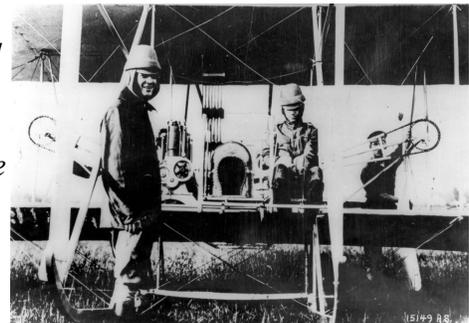
05 July, 1912– Captain Charles Chandler and Lieutenants Thomas Milling and Henry Arnold are presented with certificates qualifying them as the U. S.’s first “Military Aviators. ” To qualify they had to attain an altitude of at least 2,5000 feet, fly and aircraft for at least five minutes in a wind of 15 mph or greater, carry a passenger to 500 feet with a combined payload of 250 pounds or more, make a dead-stick landing within 150 feet or a prescribed point, and fly a reconnaissance flight of at least 20 miles at an average altitude of 1,5000 feet.



*Chandler, on the left, is holding a modified Lewis Gun for the first aerial demonstration of machine gun fire. Roy C. Kirtland is the pilot. Kirtland recommended Hap Arnold for flight training.*

*Arnold and Milling and a Wright Model B at College Park Maryland, 1912.*

*(Photo Credits: USAF)*



Chandler became the first commander of the Aeronautical Division, U.S. Signal Corps, the air arm of the U.S. Army. Both Chandler and Milling were students of Orville Wright.

Wright authorized Milling to solo with one hour and fifty-four minutes of flying time. Arnold went on to become the only man to hold five star rank in two services, the U.S. Army Air Force and the U.S. Air Force.

06 July, 1939 – Eastern Air Lines flies the first scheduled autogyro air mail service, departing from the roof of the Philadelphia Post Office and landing in Camden, N.J.



The pilot of the Kellett KD-1B was John Miller. Miller had a long career in aviation, flew on his 100 birthday and died at age 102 in 2008. For a recorded talk by Miller which was made a Sky Acres Airport and for a film of the air mail flight, go to: <http://frobbi.org/dcpa/JohnMiller.html>

07 July, 2003 – *Opportunity*, the Mars Exploration Rover B, is launched. She landed on Mars in 2004 for a 90 day mission. Primarily designed for geological studies, Opportunity has now operated for over fourteen years, a tribute to its designers, constructors, and operators.



(Photo Credit: NASA)

08 July, 1944 – One of the many blue-on-blue

casualties of war. Confused communications and the fog of war place a Free French Submarine in the vicinity of an allied convoy.

Fairey Swordfish MK.IIs from the British Merchant Aircraft Carrier (MAC) *Empire MacCallum* used rockets and depth charges to sink the Free French submarine La Perle.

A MAC ship is an improvised aircraft carrier. A flight deck and rudimentary flight handling equipment are installed on a suitable grain freighter or oil tanker. The ship remains under civilian command but the air crews and maintenance personal are Royal Navy. MAC ships are used to supplement convoy escorts and were very effective in preventing U-boat attacks.



*The MAC ships were equipped with flight decks around 420 feet long.*

Sadly, the only time a MAC ship was credited with sinking a submarine was due to poor communications and planning and the victim was an ally.



*This is a Fairey Swordfish that actually served aboard the MacCallum. She now flies as part of the Fleet Air Arm Heritage Flight. She also “starred” as “Aircraft 5A” in the film Sink the Bismarck.*

09 July, 1991 – A malfunctioning eject seat fires and Lt. Keith Gallagher, the navigator-bombardier on a U.S. Navy Grumman KA-6D Intruder is partially ejected from the cockpit. His head and

upper body are exposed to the slipstream.



*The Intruder just before touchdown. Gallagher is unconscious and his arms are extended due to the air blast. (Photo Credit: US Navy)*

The aircraft is at 8,000 feet and only seven miles from the ship. Lt. Mark Braden, the pilot executes a safe landing and Gallagher is extracted from the canopy and receives medical attention. He returns to flight status six months later.

10 July, 1968 – Igor Sikorsky led the way and while living in Russia designed the biggest aircraft in the world. The engineers at Russia's Mil Helicopter followed in his slipstream and built the largest helicopter ever, the Mil V-12, code named Homer by NATO. Only two were produced but the ship was capable of carrying 196 passengers and set a number of flight records.



The length of the V-12 is about the same as the Boeing 737 MAX but its rotor span is close to the wingspan of a Boeing 777. Only two were produced but the V-12 experiment led to the Mil-26, the largest and heaviest helicopter ever to reach series production.

## **INDEPENDENCE DAY CELEBRATION**

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 Founding Fathers note their reluctance to abandon the principles and guidance of the British government but list 28 specific complaints which, in concert, are offenses to natural law as set down by a long line of philosophers from Aristotle to Thomas Hobbes to John Locke. They maintain that their appeals for redress have been repeatably ignored which forces them to renounce their fidelity and to sever their political relationship with Great Britain.

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.

### The Signatories

#### **Delaware:**

[George Read](#) [Caesar Rodney](#) [Thomas McKean](#)

#### **Pennsylvania:**

[George Clymer](#) [Benjamin Franklin](#) [Robert Morris](#) [John Morton](#) [Benjamin Rush](#) [George Ross](#) [James Smith](#) [James Wilson](#) [George Taylor](#)

#### **Massachusetts:**

[John Adams](#) [Samuel Adams](#) [John Hancock](#) [Robert Treat Paine](#) [Elbridge Gerry](#)

**New Hampshire:**

[Josiah Bartlett](#) [William Whipple](#) [Matthew Thornton](#)

**Rhode Island:**

[Stephen Hopkins](#) [William Ellery](#)

**New York:**

[Lewis Morris](#) [Philip Livingston](#) [Francis Lewis](#)  
[William Floyd](#)

**Georgia:**

[Button Gwinnett](#) [Lyman Hall](#) [George Walton](#) |

**Virginia:**

[Richard Henry Lee](#) [Francis Lightfoot Lee](#)  
[Carter Braxton](#) [Benjamin Harrison](#)  
[Thomas Jefferson](#) [Thomas Nelson, Jr.](#)

**North Carolina:**

[William Hooper](#) [John Penn](#) [Joseph Hewes](#)

**South Carolina:**

[Edward Rutledge](#) | [Arthur Middleton](#) [Thomas Lynch, Jr.](#) [Thomas Heyward, Jr.](#)

**New Jersey:**

[Abraham Clark](#) [John Hart](#) [Francis Hopkinson](#)  
[Richard Stockton](#) [John Witherspoon](#)

**Connecticut:**

[Samuel Huntington](#) [Roger Sherman](#) [William Williams](#) [Oliver Wolcott](#)

**Maryland:**

[Charles Carroll](#) [Samuel Chase](#) [Thomas Stone](#)  
[William Paca](#)

The picture of the “signing” of the Declaration of Independence is a 12 foot by 18 foot painting by John Trumbull, a native of Lebanon, Connecticut, which is displayed in the rotunda of the Capitol in Washington, D.C. It was painted about 40 years after the signing and has an interesting history.

First, it is not a depiction of the signing but rather a picture of the five man drafting committee presenting the draft to Congress on June 28th, 1776.

Forty two of the 54 signers are pictured. Trumbull, painting long after the event from likenesses which he obtained. Since the debate was conducted over a long period of time, not all of the men had been in the same room at the same time. The portrait has been used on the reverse of the two dollar bank note.

Here are some details about the Connecticut signers. Roger Sherman is one of the presenters, second from the left in the central group standing in front of the table. 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

William Williams and Oliver Wolcott are standing together behind four seated men at right center. Samuel Huntington is one of the seated men, fourth from right.

Williams was a merchant in Lebanon. 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.

Oliver Wolcott lived in Litchfield and 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.

Samuel Huntington 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.

The enthusiasm in Connecticut to honor local

heroes has no bounds. Gradually, every overpass and section of highway is being named after some local figure or organization. The most egregious example is the claims promulgated by Bridgeport claiming that Gustave Whitehead was the first man to fly!

History is not an exact science and is far less objective than say physics. So misconceptions and false claims abound. That Trumbull's picture depicts the signing of the Declaration of Independence is one example. 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. Henry Wadsworth Longfellow's poem "Paul Revere's Ride" memorializes Revere's midnight journey to Concord but who remembers the two other riders, William Dawes and Samuel Prescott?

Sometimes history may be deliberately distorted. The first aerial pictures of the World Trade Center disaster were taken by a Civil Air Patrol Cessna 172, N9344L. The aircraft carried a non-standard paint scheme, brown with a red stripe. The painting which memorializes the event shows the aircraft in CAP's standard red, white, and blue livery. CAP has now repainted the aircraft to reflect the "truth" of the painting.

Whether the truths listed in the second paragraph of the Declaration of Independents are "self evident" is open to argument. But what is not open to argument is that this document is the well-spring of world-wide independence movements. The document has inspired revolutionary movements in the Americans, Europe, and Africa.

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."



## CALENDAR

- 10 July-TRCS Meeting
- 14-15 JUL-SLS Windsor Locks
- 17 July, TRCS Meeting
- 21 JUL-Celebrate East Lyme
- 24 JULY, TRCS Meeting
- 31 July, TRCS Meeting
- 30 JUN-1 AUG-SAREX Plainfield
- 04 AUG-Stonington Village Fair
- 4-5 AUG-CLC Windsor Locks
- 11-18 AUG-CTWG Encampment
- 19 AUG-National Aviation Day-Groton
- TBD SEP-SUI
- 22 SEP-Preston Scarecrow Festival
- 25 SEP-Fruit Sale Starts
- 29 SEP-Glider Flights-Springfield, Vt.
- 06 OCT-Groton Fall Festival
- 11-12 OCT-UCC
- 11-14-CTWG/NER Conference
- 10 NOV-Cadet Ball
- 25 DEC/01 JAN-No Meetings