



Missions for
America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite
Squadron
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Civil Air Patrol

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SQUADRON CALENDAR

15 FEB-2020 CTWG Cadet Competition-BDL

18 FEB-TRCS Meeting

22 FEB-CTWG Aircrew Meeting-HFD

23 FEB-Special Olympics Service-P&W

25 FEB-TRCS Meeting-Safety Down Day

29 FEB-01 MAR-Squadron Leadership School

03 MAR-TRCS Staff Meeting

10 MAR-TSRCS Commander's Call

14 MAR-CTWG Rifle

14 MAR or 21 MAR-First Aid Course

MAR 14-15-Unit Commander's Course

17 MAR-TRCS Meeting

21 MAR-CTWG Rifle

24 MAR-TRCS Meeting

28 or 29 MAR-Water Survival Training

31 MAR-TRCS Meeting/Deadline AIAA Contest

17-18 APR-NER Aerospace Education School

19 APR-NER/CTWG Conference-BDL

16 MAY-Commander's Cup Rocket Contest

POWER FAILURE

The failure of circuit breakers caused a one hour power failure on meeting night. Senior members resolved the problem and lighting was restored.

CADET MEETING

11 February 2020

Lt Drost lead the character development clinic. The subject was teamwork and cadets observed a clip of the Apollo XIII crew and mission control personnel jointly solve the problems caused by the oxygen tank explosion in the service module. The also split into teams to solve a practical problem requiring construction of a simple device made from paper cups and rubber bands.

SENIOR MEETINGS

21 February, 2020

When the Commander is away, the troops will play. Squadron Commander Farley is on vacation and Deputy Squadron Commander Pineau was unable to attend. The seniors held a hangar flying session. Lt Col Kinch managed some personnel work and briefed a prospective member. Maj Noniewicz spent time organizing the Safety Down Day on the 25th.

PROMOTIONS AND AWARDS

Lt Col Kinch took charge of the cadet promotion ceremony.

Five cadets were awarded the Wright Brothers Award and promoted to Cadet Staff Sergeant. The new sergeants are Cadets Minter, O. Busher, Bosse, Jeznach, and Schaffer



Cadet Mitchell Bury received the Mary Feik Award and was promoted to Cadet Senior Airman.

Cadet Lily Dibbler received the General Hap Arnold Award and was promoted to Cadet Airman First Class



Cadets Nathan Dhillon and David Motherway III received the Maj General John Curry Award and were promoted to Cadet Airmen.



C/SrA Reuben Minter was presented with a challenge coin by Lt Col Rocketto for his

assistance in saving an aerospace demonstration by providing matches from his emergency kit.



TRAINING

Submitted by Maj Roy Bourque

On Saturday, February 5th, the following cadets received emergency services training in use of the compass, conducting a phone alert and cold weather injuries: C/SrA Joseph Busher. C/A1C Theodore DeVeau, C/SrA Reuben Minter. C/Amn Maximus Morse

Seniors and cadets who trained or acted as instructors were: Chief Instructor Maj Roy Bourque, C/SMSGT E. Burton, 2nd Lt John Cantwell, SM Dan Docker, 1st Lt Mike Kopycienski, 1st Lt Jennifer Thornell

COMMENTARY

*A Royal Flight of Fancy
Remarks on the Aviation Aircraft depicted in the
Netflix production, The Crown.*

*By
Stephen M. Rocketto*

I have not had any television for about 10 years. Back in 1961, Newton Minow, the Chairman of the Federal Communications Committee castigated the National Association of Broadcasters in a speech entitled *Television and the Public Interest*. He suggested that each of them watch their own stations for a day and pronounced that:

I can assure you that what you will observe is a vast wasteland.

You will see a procession of game shows, formula comedies about totally unbelievable

families, blood and thunder, mayhem, violence, sadism, murder, western bad men, western good men, private eyes, gangsters, more violence, and cartoons. And endlessly, commercials — many screaming, cajoling, and offending. And most of all, boredom. True, you'll see a few things you will enjoy. But they will be very, very few. (Editor: OK! Kind of like *The Coastwatcher!*)

At the time, there were, in southeastern Connecticut three networks available for viewing. Ten years ago with the advent of satellite and cable transmission and the multiplication of programming sources, I discovered that “vast” was an inadequate term for the new wasteland. So I got rid of the cable and found time to follow a personally more profitable path in a richer land of reading, music, and hobbies.

Some weeks ago, I got together with my youngest niece at a family gathering. Leah had abandoned the pastoral precincts of Rhode Island and taken up residence on cosmopolitan Manhattan Island where she earns her keep in the world of digital media. A millennial, she was shocked to learn that I had abandoned the tube and offered to give me the requisite information so I could log in on her Netflix account. Accepting reluctantly,, she then recommended what I ought watch, one of which was *The Crown*, 30 hours covering the life of Elizabeth II to the celebration of her Silver Jubilee. I then engaged in a two week marathon and watched the entire series. This is not the place to review my appraisal of the quality of the programming but the aviation scenes are pertinent to *The Coastwatcher*.

By my reckoning, around a dozen aircraft showed up, some of which are in the backgrounds or partially viewed. I will discuss some of the aircraft in which the Royals were directly involved either as transport or in the case of the Prince Philip, piloting. The producers took a remarkable amount of care to ensure that the type aircraft portrayed fit the time with only a few forgivable exceptions.

A scene which will resonate with pilots, portrays

Philip's initial flight training in a DeHavilland DH.82A Tiger Moth.



(Credit: screen shot from The Crown)

The instructor in “The Crown” is Peter Townsend, Princess Margaret's significant other but this is a fiction. Philip queries Townsend about the fuel aboard. Townsend replies that they have 19 gallons in both the left and right tank. This is a mistake by the producers. The Tiger Moth they are flying clearly has the one standard over-the-wing tank so that is the second piece of misinformation in the scene. A bit of discordance with historical fact but certainly forgivable given the following dialogue:

Philip: Fancy lunch in Edinburgh?

Townsend: Edinburgh”

Philip: They made me Duke there so I should probably show up for time to time.

Philip is using his “royal duties” as an excuse to fly north for a £100 haggis. Its good to be Duke! And the producers are forgiven for the play on the \$100 hamburger.

The one major inaccuracy which I detected was the portrayal of the crash which kill Cecile, Philip's pregnant sister, her husband and four members of his family. The producers used the correct aircraft but painted a Swiss Ju Air Fokker in Luftwaffe colors with a prominent swastika.



(Credit: screen shot from The Crown)

This may have been done for dramatic effect to emphasize the ties to Naziism of many of Philip's family. The actual aircraft which crashed was a SABENA Fokker flying from Cologne to London via Frankfurt and Brussels, Belgium.



The weather went down and the aircraft struck a factory chimney while attempting to land a Steene Aerodrome near Ostend.

An aircraft which is prominently featured during scenes depicting Elizabeth's early journeys is a Douglas DC-4 Skymaster depicted in British Overseas Airways livery. This did not ring true with me and in checking, I could find no evidence that BOAC ever counted the Skymaster in its fleet. But I did find that the Canadair DC-4M was a BOAC aircraft.

A MATS C-54, the military version of the DC-4 at Dover AFB.



*A Canadair C-4 Argonaut at Heathrow
(Credit: RuthAS)*

The DC-4M Northstar was a Canadian modification of the DC-4 which substituted the air cooled Pratt and Whitney R-2800 Double Wasp engines for liquid cooled Rolls-Royce Merlins. BOAC adopted it as the Argonaut Class and one of them, *Atalanta*, carried the Queen and the Duke of Edinburgh to Kenya on their Commonwealth tour

in 1952. The DC-4 used in the production of *The Crown* was from the South Africa Airways Historical Flight suitably repainted. This is a reasonable substitute given the fact that there are probably no airworthy Argonauts.

Curiously, the “Movie Internet Data Base” which served as one source for this essay lists the DC-4's registration marks as G-ALDP which belonged to a BOAC Handley Page HP.81 Hermes 4A. Possibly this was the aircraft used in the actual Kenya flight.



Hermes IV at Heathrow (Credit: RuthAS)

One actual turboprop does appear. It is a British European Airways Vickers 701 Viscount., a likely royal transport for European jaunts. BEA was the launch customer and the Viscount was the first turboprop to enter regular commercial service.



This Viscount is on display at Duxford.

Two commercial jets, the DeHavilland DH.106 Comet and the Vickers VC-10 played prominent roles.

The ill-stared Comet (Credit: screen shot from The Crown)



VC-10

Unlike the aforementioned aircraft, it appears that the flight scenes used computer generated graphics since no flying examples of either aircraft exist. But it was certainly a pleasure to look at these elegant products of two iconic aircraft manufacturers.

Another aircraft ought be mentioned, an RAF DeHavilland DH.104 Devon, better known by its civilian moniker, Dove. Philip is taking a young Prince Charles home from Gordonstoun, his preparatory school where he has been very unhappy, Philip, an alumnus, tries to assuage Charles but the father to son chat, flown in moderate turbulence, degenerates as Philip's anger at his son's weakness emerges.



(Credit: screen shot from The Crown)

In another episode, Philip is depicted flying right seat in a Hawker-Siddeley H.S. 125 Domine. Philip has been emotionally affected by the Apollo XI flight which has caused nascent feeling to surface about his role as fifth wheel on the Queen's royal carriage. He requests control and commences a steep ascent towards the service ceiling, an act representing his frustration and anger.



Philip was a rated pilot with 6000 hours logged when he voluntarily stopped flying in 1995 after an incident involving a Bae 146 which he ran off the runway at Port Ellen in the Hebrides. His final approach was too fast and his landing too long.

The tragic figure of Princess Margaret figures in two aircraft scenes. First when during a visit to the United States, she is transported in a Beech C-45H Expeditor marked United States of America. It is highly unlikely that the USAF would assign that type of aircraft to transport a royal personage and the markings are an anachronism.



(Credit: screen shot from The Crown)

In a second scene, the Princess and her paramour use a Piper PA-31 Navajo to fly to an island in the Caribbean nation, St Vincent and the Grenadines for some tropical canoodling with friends from her social set. The aircraft is a likely Cupid's vehicle and I was delighted to note that it bore the "JB" prefix indicating St, Vincent and Grenadine registry.



(Credit: screen shot from The Crown)

The Crown is a variation of the *film à clef*, a kind of semi-documentary, a portrayal of real life events with some dramatic license. Students of the second Elizabeth's life and reign will find, I have no doubt, melodramatic overtones, anachronisms, and characters who never existed. It serves as a rough guide for any viewer to either have fun determining what is historically true and what is artistically melodramatic.

But I praise the efforts of the producers for the efforts expended on the flying scenes and thank them for the opportunity created for my further research in aviation history.

AEROSPACE CHRONOLOGY

Feb 12, 1962 – Finding aircraft that disappeared long ago is satisfying for an aviation historian but less so for a “alien abduction” zealot.

A French Foreign Legion patrol exploring the Algerian desert site of an atomic bomb test discovered the wreckage of the Avro Avian 5 *Southern Cross Minor*. The aircraft, piloted by Capt. William N. Lancaster went missing in April, 1933 while attempting to set a record for a London to Cape Town transit. Lancaster's diary, found next to his mummified remains testified to his final days

Lancaster and his close companion, “Chubbie” Miller. He stood trial and was acquitted for murdering Charles Clark, another close companion of Miller's.



Feb. 13, 2006 – The 5,000th 737 comes off the production line. A mainstay of the airline industry, production has exceeded 10,000 units since the first flight in 1967. The plane, the -700 variant joined the Southwest Airlines fleet.



Feb. 14, 1955 – First flight of the Mikoyen-Gurevich MiG-21.

Fishbed on display at the USAF Armaments Museum, Eglin AFB.



Feb 15, 1936 – An aerial battlefield tactic, known as the “cab rank” in WWII, is first employed by Italy's Regia Aeronautica against Ethiopian troops at the Battle of Amba Aradam. The aircraft, based at nearby Mek'ele are kept airborne over the battlefield and are immediately available to attack Ethiopian positions.



Italian Fiat CR 20s on patrol.

The USAF has adopted this tactic and used it since World War II. During the Gulf War, interdiction aircraft such as the A-10 were placed within specific cells over Iraq and today strategic bombers such as the B-1 are incorporated in a tactical role over Afghanistan, on immediate call if needed.

Feb. 16, 1956 – A Boeing B-47 Stratojet is delivered to Canadair for modification as a testbed for the new Orenda Iroquois engine planned for the Avro Arrow. The engine will be mounted on the starboard aft side of the six engine B-47 to allow for airborne testing.



This was the only B-47 ever operated by a foreign power. It was returned to the USAF and scrapped.

Feb 17, 2005 – Opening of the Chubu Centrair International Airport in Nagoya, Japan. The airport is on an artificial island constructed in Ise Bay.



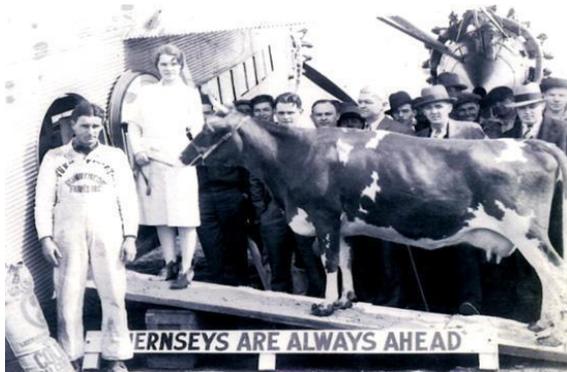
Land poor Japan has resorted to this form of development at a number of its major cities. The People's Republic of China is currently hard at work creating islands in the Spratley and Paracel Groups, South China Sea.



Fiery Cross Reef Before and After 2014 to 2016

They serve as advanced military bases and will promote China's territorial claims in its disputes with the Republic of the Philippines and the Socialist Republic of Vietnam,

Feb. 18, 1930 – Elm Farm Ollie becomes the first cow to fly in a fixed-wing aircraft and also the first cow to be milked in an aircraft.



The St. Louis organizers of the 1930 International Aircraft Exhibition scored a first in aviation. They transported Elm Tree Ollie from her home at Sunnymede Farms in Bismarck, Missouri to St. Louis in a Ford Trimotor. While in flight, Elsworth W. Bunce milked Ollie who produced 24 quarts of the “fruit of the Guernsey.” The milk was sealed into paper containers and parachuted to the crowd. Legend has it that Slim Lindbergh drank some of the milk.

Bunce was chosen for the airborne milking because his father, William Bunce, worked for the American Guernsey Cattle Club. Each year, the event is celebrated in Wisconsin by the Elm Farms Ollie Club. The commissioned an opera about the event, *Madam Butterfat*

The achievement is celebrated every year on Feb. 18, its anniversary date, by a small group of Madison residents who belong to the Elm Farm Ollie Fan Club, which once commissioned an opera about the event. They called it "Madam Butterfat." A short quote of the libretto of *"The Bovine Cantata in B-Flat Major,"* by Giacomo Moccini and Ludwig Von Bovine appears below:

*"Sing we praises of that moo cow,
Airborne once and ever more,
Kindness, courage, butter, cream cheese,
These fine things we can't ignore."*

(Credit: Barry Levenson and the Mount Horeb Mustard Museum.)

The Coastwatcher would be amiss if we did not advise our readers that the Mount Horeb Mustard Museum, now known as the National Mustard Museum, contains the only exhibit of aviator mustard which has come to our attention.

