



*Missions for
America*

*Semper
vigilans!*

Semper volans!

*Aviation is a
youth
preservative...if
you live through
it.*



Captain John McDonald Miller, an active pilot until he reached the age of 101.

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

<http://ct075.org>.

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Issue 14.27

01 July, 2020

4 JUL-Independence Day
7 JUL - Senior Staff Meeting
8 July - Cadets: Aerospace / Leadership
14 JUL- Senior Meeting-Commander's Call
11-12 JUL-LISP
14 JUL-Senior Meeting - Commander's Call
16 JUL-Cadet Meeting-Character Development
17 JUL-Douglas Corrigan Day
22 JUL-Aerospace
25-26 JUL-LISP
29 July-Leadership
8-9 AUG-LISP
29-30 AUG-LISP
19-20 SEP-LISP

SENIOR MEETING

30 June, 2020

A small and short meeting was held to discuss some specific problems which the Squadron faces.

CADET MEETING

01 July, 2020

Lt. Pineau set up a scenario involving the crew of a crashed plane in inhospitable terrain with limited resources aboard. Maj Farley and Lt Docker each led a team which determined the most important steps to take using the available equipment and natural objects. Each team then ran a debrief and a spirited discussion followed. The attending cadets are commended for their active participation.

REPORT ON WEEKLY OPERATIONS AND ACHIEVEMENTS

Lt Michael Kopycienski finished the repairs to the supply trailer roof line.

Lt Farley completed the intermediate stage of the Training Leaders of Cadets course.

Maj Bourque conducted GTM3 training for Lt Docker covering route marking and whistle signals.

Cadets Bosse, O. Busher and J. Busher completed the advanced cyber patriot camp.

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* is a clearly stated argument which states principles and 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, painted 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 and the Connecticut Legislature 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.

One must recall the final scene in the John Wayne/Jimmy Stewart, *The Shooting of Liberty Valence*. A journalist, Scott, has learned that the accepted story about how Valence, played by Lee Marvin was really killed is false. Jimmy Stewart, the benefactor of the shooting and now an important political figure reveals the what really happened and is puzzled by Scott's seeming reluctance to accept the truth. He asks, "You're not going to use the story, Mr. Scott?" and Scott replies, "This is the west, sir. When the legend becomes fact, print the legend."

Whether the truths listed in the second paragraph of the *Declaration of Independence* 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 marksmen gather together and "shoot at a mark." So on Independence Day, the Editor will, as he does each "Fourth" repair to a rifle range, read the *Declaration of Independence*, and "shoot at a mark."

AEROSPACE CHRONOLOGY FOR THE WEEK

July 1, 1955 – South Vietnam’s air force, the Republic of South Vietnam Air Force (RSVAF), is established. Initial training support was provided by the French and the aircraft came from French stores and the US Major Defense Acquisition Program.

During the first year, the RSVAF received a number of C-47 Skytrains, F8F Bearcats, L-19 Bird Dogs and three C-45 Expeditors and a single L-26 Aero Commander



Gooney Bird and Bearcat

A RSVAF Bird Dog is on display in the Museum of Naval Aviation, Pensacola. On April 29th, 1975, the North Vietnamese Army was poised to seize all of South Vietnam and a massive evacuation was in progress. Here is the story.

The South Vietnamese Bird Dog in the U.S. Museum of Naval Aviation.



Element of the US 7th Fleet waited offshore for helicopters to deliver evacuees. The *USS Midway* was one of the ships. She had left half of her fixed wing aircraft at Subic Bay and upon reaching the South China Sea welcomed aboard 10 Air Force Sikorsky H-53, each capable of transporting 55 passengers at a time. The operation was dubbed "Frequent Wind."



USS Midway with Air Force H-53s on board. (Credits: US Navy)

Secretary of State Henry Kissinger ordered the evacuation to start and the first chopper landed on the Midway. The ten H-53s were no problem but then a flood of Bell UH-1 Iroquois started coming in. They were not equipped to communicate with the ship and hand and light signals had to made do. Soon the flight deck was filled.



Note the line of incoming helicopters!

Late in the day, a lone L-19 was spotted. Without any clear idea of where safety might be found South Vietnamese Major Buang-Ly had loaded his wife and five children into the two seater aircraft hoping to find refuge. After take-off, he spotted a line of helicopters headed east, out to sea and impulsively concluded that they must be heading for safety. He followed them and found the *Midway*. But the deck was loaded with helicopters.

Buang could not communicate with the ship by radio so he made passes down the deck and successfully dropped a written message onto the deck.

Can you mouve [sic] these Helicopter to the other side, I can land on your runway, I can fly 1 hour more, we have enough time to mouve. Please rescue me. Major Buang wife and 5 child.

Their chances to survive a ditching were minimal so Capt. Lawrence Chambers ordered a Ch-47 Chinook and three Hueys pushed over the side. Like flies to honey, the cleared deck attracted five more Hueys, all of which landed and all of which Chambers jettisoned. That made nine. Increasing speed and turning into the wind, the *Midway* prepared to receive the Bird Dog.



Clearing the Deck!

Buang made two practice passes. The 60 knot approach combined with the ship's speed and wind provided a relative 20 knot landing speed. The Bird Dog plopped onto the deck. Buang and his wife, clutching their youngest child disembarked from the front seat followed by his four other children.



Buang touches down!

Before the family left, the *Midway's* crew took up a collection and gave the funds to Buang to help them start a new life in the United States They all became naturalized citizens.

The 10 Air Force helicopters from the *Midway* had made four trips each and brought over 1,400 refugees to the *Midway* during Operation Frequent Wind. Between the *Midway* and other ships of the 7th Fleet, 71 helicopters flew 662 sorties and evacuated almost 8,000 refugees.

July 2, 1934 – The *Armée de l'Air* is separated from the French Army to become the independent French Air Force, although retaining the name *Armée de l'Air*.



July 3, 1963 – The Peruvian Navy reestablishes a naval arm.



July 4, 1973 – A Grumman HU-16B sets a world record for twin-engine amphibians reaching 32,883 feet.



The aircraft, Chuck's Challenge, is on display at the Museum of the USAF.

Lt. Col. Chuck Manning, co-pilot Maj. Paul Schaefer and flight engineer Tech. Sgt. Ed Schindler made the record flight two weeks before the aircraft was retired and flown to the Museum.

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

American Export Lines was a steamship company which struggled to break the Pan American Airways monopoly on overseas air transport. In 1937 they commenced flying Atlantic survey routes using a Consolidated PBY-4 flying boat.



The AEA Catalina used for the route survey.

In 1939 the company orders three of Igor Sikorsky's VS-44 flying boats and named them *Excambion*, *Excalibur* and *Exeter* after three of their four passenger-cargo liners which served on the the companies Atlantic and Mediterranean routes.

*The Beginning and the End
VS-44A Excambion,
formerly of Antilles Air
Boats arrives in
Connecticut for
refurbishment and
display at the New
England Air Museum.
(Credit: Pete Montini/Sikorsky
Archives)*



*USTS Texas
Clipper,
formerly USS
Queens and MV
Excambion will
end its life as an
artificial reef
northeast of San
Padre Island,
Texas.*

Pan American's political power and World War II delayed implementation of service. During the war AEX pioneered North Atlantic commercial air travel under the aegis of the Naval Air Transport Command sending numerous records.

In 1945, the Civil Aeronautics Board, despite Pan Am's Juan Trippe's protests, awarded AEA transatlantic rights provided the surface shipping line divested itself of the airline. American Airlines bought enough stock to take control and AEA was renamed American Overseas Airlines. In 1950, Pan Am bought AOA for its Atlantic Division. When Pan Am went belly-up, Delta acquired the rights.

From AEA to AA via AOA



*AEA DC-4 Flagship
America*

*AOA DC-4 in Sweden.
(Credit: Fredrik Bruno)*



*AA Flagship
Monterrey*

July 6, 1939 – Eastern Air Lines flew the first autogyro air mail service from the roof of the Philadelphia Post Office to Camden, N.J. The aircraft, a Kellett KD-1B was piloted by Captain John MacDonald Miller.



Captain Eddie Rickenbacker, Eastern Airlines President, passes the mail bag to Capt. Miller.



Miller lifting off from the Philadelphia Philadelphia Post Office Roof.

Johnny Miller was first to fly a rotorcraft across the United States, beating rival Amelia Earhart who was sponsored by Beechnut Chewing Gum.

Earhart, her promoter husband George Putnam whom she married in Noank, Ct. and her Pitcairn PC-2.



When the airmail contract ended after a year, Miller continued with Eastern until retirement as a DC-8 captain and 35,000 logged hours. But he

continued flying and was active until he reached the age of 101, the oldest active pilot in the United States.

Capt. S. S. McDonald, a retired Eastern Airlines pilot relates this story about Johnny:

The Retired Eastern Pilot's Association (REPA) annual meeting was in Atlanta in 1998. Johnny flew his Bonanza SOLO from Connecticut to Atlanta, arriving at the Fulton County Airport. Weather was low so Johnny had to shoot an approach to get in. He parked at the local FBO. After arranging for his Bonanza's storage, he went to rent a car. The Rent-a-Car company would not rent Johnny a car because he was too old (he was 92). To say he was angry was an understatement.

His daughter, Trish Taylor said that "He was aware that he wasn't what he used to be and it really annoyed him," Taylor said. "He had a health fetish and he always ate right. He never took prescription medication until the very end." According to his nephew, his last words were "I guess my flying days are over."

July 7, 1911 –On July 6th, 1911, Lt Harley "Hap" Arnold earned his pilot's rating and received Aviator's Certificate No. 29. The following day he set an altitude record of 3,260 feet.



Hap smiling! (Credit: Arnold-Wright Collection-College Park)