July News 2024

July 2024 | Happy Birthday America! | Volume: 78

Brentwood Academy News

Thursday July 4
School Closed

Blue Bird of Alexandria News

Thursday July 4
School Closed

Blue Bird of Vienna

Thursday July 4
School Closed

July 9, 1868 - The 14th Amendment to the U.S. Constitution was ratified. The Amendment defined U.S. citizenship and prohibited individual States from abridging the rights of any American citizen without due process and equal protection under the law. The Amendment also barred individuals involved in rebellion against the U.S. from holding public office.

Bring it in with a bang and yell and a shout But remember to put all those camp fires out
Happy Birthday

Tiny Tots Playroom News

Thursday July 4
School Closed

Blue Bird of Alexandria II News

Thursday July 4 School Closed

We do not want to see your car towed. PLEASE park in the designated area ONLY. We are receiving complaints from neighbors when their spaces are occupied

4th Of July Fun Facts

Benjamin Franklin wanted the turkey to be the national animal but was outvoted when John Adams and Thomas Jefferson chose the bald eagle.
Over an estimated 150 million hot dogs will be consumed the Fourth of July . That's roughly one dog for every two people in the US
Over $211 million has been spent on the importation of fireworks from China.
Oddly, the majority of the nation's flags and patriotic paraphernalia in relation to the Fourth of July is produced in China.
Nearly $349 million are used each year to import the flags, banners, decorations, and emblems. The first Fourth of July party held at the White House was in 1801.
The words *Under God* were not added to the Pledge of Allegiance until the year 1954.
More than 74 million Americans will BBQ the Fourth of July .
The Fourth of July was not declared a national holiday until 1941.
The national anthem is actually set to the tune of an old English drinking song called *To Anacreon in Heaven*
The stars on the original American flag were arranged in a circle to ensure that all colonies were equal.

Blue Bird Dayschool News

Thursday July 4 School Closed

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Did You Know? *"Yankee Doodle," a popular American patriotic song, was originally sung prior to the Revolution by British military officers in mockery of the unorganized and buckskin-wearing "Yankees"*

Only Two Men Signed the Declaration of Independence on July 4, Charles Thompson and the infamous John Hancock were the only two men who actually signed the Declaration of Independence on July 4, 1776. The other 54 delegates signed over the course of the next month.

Washington takes command of Continental Army in 1775

Before the American colonies even made their declaration of independence, the Second Continental Congress gathered together in Philadelphia 238 years ago to formally create a standing Army.

The next day, June 15, 1775, Congress chose George Washington, a Virginian, to be commander in chief. Washington's military experience was perhaps greater than that of any other American, and he came from the largest and arguably the most important of the southern colonies. His impressive appearance, quiet and confident manner, and good work in the military committees of Congress had impressed his compatriots.

Washington himself recognized, when he accepted the command, that he lacked the requisite experience and knowledge in handling large groups of men. His entire military experience had been in frontier warfare during the French and Indian War, though he had commanded a brigade of troops from several colonies during the capture of Fort Duquesne. He was the only native-born American up to that time to command a force that size. Experience gained as a political leader in his native Virginia and in directing the business affairs of his large plantation at Mount Vernon also stood him in good stead.

Washington brought to command traits of character and abilities as a leader that in the end more than compensated for his lack of European military experience. Among these qualities were a determination and a steadfastness of purpose rooted in an unshakable conviction of the righteousness of the American cause, a scrupulous sense of honor and duty, and a dignity that inspired respect and confidence in those around him. Conscious of his own defects, he was always willing to profit by experience.

The Army of which Washington formally took command on July 3, 1775, he described as "a mixed multitude of people under very little discipline, order or government." Out of this mixed multitude, Washington set out to create an Army shaped in large part on the British image. Basing his observations on his experience with British regulars during the French and Indian War, he wrote: "Discipline is the soul of an army. It makes small numbers formidable; procures success to the weak and esteem to all."

Washington and his staff made strenuous efforts to halt the random comings and goings of officers and men and to institute regular roll calls and strength returns. Suspicious of the "leveling" tendencies of the New Englanders, Washington made the distinction between officers and enlisted men more rigid. He introduced various punishments such as the lash, pillory, wooden horse, and drumming out of camp along with courts-martials.

While establishing discipline in the existing army, Washington had at the same time to form a new one enlisted directly in the Continental service. Out of conferences with a congressional committee that visited camp in September 1775 emerged a plan for such an army, composed of 26 regiments of infantry of 728 men each, plus one regiment of riflemen and one of artillerymen. In all, 20,372 men became uniformly paid, supplied, and administered by the Continental Congress and enlisted to the end of the year 1776. The general by his choice received no pay throughout the Revolution.

It was a decent plan on paper; but Washington soon found he could not carry it out. Both officers and men resisted a reorganization that cut across the lines of the locally organized units in which they were accustomed to serve. The men saw as their first obligation their families and farms at home, and they were reluctant to re-enlist for another year's service.

Washington also had to maintain the siege of Boston and overcome his deficiencies in supply. In these efforts he was more successful. Congress and the individual colonies sponsored voyages to the West Indies, where the French and Dutch had conveniently exported quantities of war materials. Washington put some of his troops on board ship and with an improvised navy succeeded in capturing numerous British supply ships.

He sent Col. Henry Knox, later to be his chief of Artillery, to Forts Ticonderoga; and Knox in the winter of 1775-1776. Knox brought some 50 pieces of captured cannon to Cambridge, Mass., over poor or nonexistent roads in icebound New York and New England. By March 1776, despite deficiencies in the number of continentals, Washington was ready to close in on Boston.

On March 4, 1776, he moved onto Dorchester Heights and emplaced his newly acquired artillery in position to menace the city; a few days later he fortified Nook's Hill, standing still closer in. On March 17 the British moved out.

Maj. Gen. William Howe, who succeeded Maj. Gen. Thomas Gage in command, had concluded long since that Boston was a poor strategic base and intended to stay only until the transports arrived to take his army to Halifax in Nova Scotia to regroup and await reinforcements.

Nevertheless, Washington's maneuvers hastened his departure, and the reoccupation of Boston was an important psychological victory for the Americans, balancing the disappointments of the Canadian campaign. The stores of cannon and ammunition the British were forced to leave behind were a welcome addition to the meager American arsenal and helped win the revolution.

July 31, 1971: Astronauts Drive on the Moon

Apollo 15 astronauts David Scott and James Irwin drive the Lunar Roving Vehicle on the surface of the moon. It's the first off-planet automobile ride.

Forty years after Neil Armstrong made his giant leap for mankind, the Apollo program remains a singular cultural and technological achievement. The application of so much technology to a single goal was nearly without precedent. Amongst all the gadgetry born of the Apollo program, the lunar rover ranks near the top of the cool scale.

The rover was the most famous electric vehicle until that slick little two-seater from Tesla Motors came along, and it remains a technological marvel. The amount of tech packed into that little buggy still boggles the mind.

The rovers were used to give the astronauts greater leeway in exploring the moon during the later, more science-heavy Apollo missions. Those space suits are bulky, and walking in them wasn't easy. So, having a set of wheels expanded the astronauts' range, because they weren't restricted to walking short distances.Boeing built the rover and needed just 17 short months to develop it. Not only did the rover have to carry two men wearing space suits, but it also had to haul whatever rocks and dirt the astronauts found interesting. The main design concerns were, as always, weight and performance.Cost was not a big concern. The original budget was $19 million for four rovers. Cost overruns — in a government program? I'm shocked, shocked! — doubled the final price tag to $38 mil (worth about $200 million in today's cash).The rover didn't arrive on the moon ready to roll. It was folded like a Transformer and packed into a cargo hold. When the time came, the astronauts used a system of pulleys, reels and tapes to lower the vehicle from the payload bay. After that, the rover took over. Its wheels unfolded automatically and locked into place as the rover opened like an Autobot.

The LRV was 10 feet, 2 inches long with a 7.5-foot wheelbase and a 6-foot tread width. It was less than 45 inches high.

Weight is the enemy of all things that fly, especially those things flying into space. Boeing made the rover super-model-light. It tipped the scales at a featherweight 463 pounds, a figure that must have made Colin Chapman swoon with envy.

The frame was made of welded 2219 aluminum-alloy tubing. Everything else was aluminum, magnesium or other exotic light alloys. Light, but strong: The little lunar runabout could carry a payload of 1,080 pounds.

The "tires" weren't tires at all, but zinc-coated woven steel strands attached to the rim and discs of formed aluminum. On top of the zinc and steel mesh were titanium chevrons that covered 50 percent of the contact area to provide traction.

The electric motors — made by GM subsidiary Delco — mounted within the wheels. Each 54-amp DC series-wound motor cranked out 1.9 kilowatts at 10,000 rpm and was attached to its wheel by an 80:1 harmonic drive. The brakes were mechanically operated. Top speed on a smooth, level surface was about 8 mph.

The rover was controlled with a joystick-like T-shaped hand controller located between the two seats. It controlled the four drive motors, two steering motors and brakes. Push it forward and off you went. Pulling back slowed you down. Move the joystick in the direction you wanted to go and the rover turned. It was pretty much like using your Xbox.

The lunar rovers were used on the Apollo 15, 16 and 17 missions, and together they covered a little more than 55 miles. That doesn't sound like much, but it gave the astronauts an upgrade in range, mobility and payload capacity that paid huge dividends in data.

On the other hand, it works out to $3.6 million per mile in 2009 dollars. MSRP = Moon Sure Rides Pricey. Three rovers were left in place on the lunar surface. The fourth was intended for the Apollo 18 mission, which was cancelled. That LRV (one owner, never been used) now lives at the Smithsonian's National Air and Space Museum in Washington, D.C. The rig on display at the Museum of Flight in Seattle is an original Boeing mock-up.