



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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

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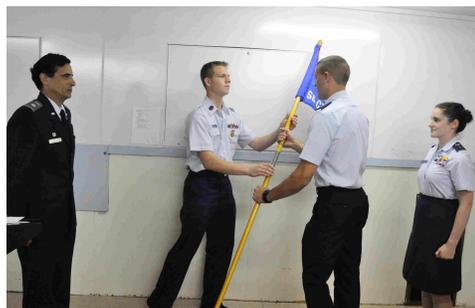
Issue 10.28

13 September, 2016

CADET MEETING 13 September, 2016

Lt Poe reviewed upcoming cadet activities, the Cadet Ball, Safety and Rifle Marksmanship Training, the Groton Fair, and the Elks Armed Forces Appreciation Night.

A change of command ceremony was held. Cadet 2nd Lt Virginia Poe turned command over to Cadet 1st Lt Daniel Hollingsworth.



C/MSgt Drost passes the Squadron Flag to C/1st Lt Hollingsworth as Lt Col. John deAndrade and 2nd Lt Poe look on.

Promotions

Colin Hallahan was promoted to Cadet Airman.



C/Amn Hallahan is given a congratulatory embrace by his grandfather.

Cadet John Pineau was promoted to Cadet Senior Airman.



2nd Lt David Pineau and Lt Col deAndrade pin Cadet Pineau's new insignia on this collar.

September 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale - Kick Off				1	2	3
4	5	6	7	8	9	10 SUI upload due
11	12	13 CC CALL	14	15 Fin forms due	16	17 TLC
18 OFlight	19	20 SUI	21	22	23	24 LISP
25 LISP	26	27 G1000	28	29	30	

October 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
1/2 CI Month	3	4	5	6	7	8 Groton Fair Rifle
9	10 Col Day	11 CC CALL	12	13	14	15
16 OFlight	17	18	19	20	21	22 LISP ST WD
23 LISP	24	25	26	27	28	29
30	31 Hlwn	Sell Sell Fruit Sale				

November 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale		1	2	3 ELKS	4	5 Cadet Ball Rifle
6	7	8 Election CC CALL	9	10	11 Veterans	12 Tranex
13	14	15	16	17	18	19 CLC
20 OFlight CLC	21	22 No Mtg	23	24 Thksgvg	25	26
27	28	29	30			

December 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3 UCC
4 UCC	5	6 CC CALL	7	8	9	10
11	12	13 Holiday Party	14	15	16	17 Oflight
18	19	20 No Meeting	21	22	23	24
25	26	27 No Meeting	28	29	30/31	April OpsEval SLS Mar 11/12

Respect		
Date	Senior	Cadets
3		
6	Planning-Staff/ SUI Upload complete	Cadet Staff Mtg, Testing, Admin (civies)
10		
13	Commanders Call/Clean up SUI	Drill, Insp, Sfty, CD, Lead, Promo (Blues)
17	TLC course for cadet leaders East Haven	
18	Oflights	
18		
20	SUI, 1830, POC Farley (Blue)	Drill, ICUT (3) DDR (BDU)
24		
27	G100 training - Neilson	PT, DDR, Guest Speaker

Excellence		
Date	Senior	Cadets
4	Staff Mtg	Staff Mtg, Program Development (civ)
11	Commanders Call	Drill, CD, Flight Time, Promotions (Blue)
18	AE - AEO Rocketto	PT, DDR, Guest Speaker (PT)
25	ES - AP	Drill, leadership, guest speaker (BDU)

Integrity		
Date	Senior	Cadets
1	Staff Mtg	Staff Mtg
3		Elks
5		Cadet Ball- Formal
8	Commanders Call	No School; No Cadet Meeting
19/20	CLC Class Hartford	
15		Drill, Guest Speaker, Promotions (blue)
22		No Mtg
29	LISP	PT, DDR, Flight Time (PT)

Volunteer Service		
Date	Senior	Cadets
3/4	UCC Course Stratford	
6	Commanders Call	Drill, CD, PT, admin, flight time (PT)
13		Holiday Party
20	Staff Conference Call (2000)	Staff conference Call (1900)
17		Oflights

Cadets Matthew Drost and Benjamin Ramsey were promoted to Cadet Senior Master Sergeants.



The new C/MSgt Drost receives a complimentary buss from the family's coyote fighting pooch.



Cadet Benjamin Ramsey is awarded his new stripes by brother C/SMSgt Daniel Ramsey and C/CMSgt Hannah Ramsey.

Potential Cadets Gabriel Watrous and Gabe Seranno Rivera were introduced.

SENIOR MEETINGS

13 September, 2016.

Commander's Call

Maj Noniewicz presented a safety briefing on the new procedures for reporting incidents.

A potential new member, Adam Spreca was introduced.

Maj Farley discussed details of next week's subordinate unit inspection.

The Squadron was encouraged to attend the 11 November Groton Lodge of Elks Armed Forces Night. The uniform is Class A Blues.

The Squadron will participate in the Groton Fair on 8 October. Planning is underway.

Capt Miller summarized Long Island Sound Patrol to date and noted that scanners are needed for the missions on the 24th and 25 of September.

Lt Col Rocketto led a brief discussion of the procedures for governing the upcoming fruit sale. Maj Lintelmann will be finance officer, Maj Noniewicz has been appointed comptroller, and Lt Poe will work with the Cadets and their patents.

Maj Bourque explained the procedure for checking out then new vehicle.

Maj Farley, Emergency Services Officer, noted that financial support for normal flying training activities ends on 1 October. and that Stratford will be holding an SAR ground training exercise on that same day.

Awards

Lts Pineau, Schmidt and Crandall were presented ribbons for successful completion of the Aerospace Education Program for Senior Members, better known as the Yeager award.



Lts Schmidt and Pineau receive their ribbons from Squadron Commander deAndrade.

Lt Sonia Simpson was recognized by the Squadron for her selection as Connecticut Wing Logistician of the Year.



Lt Simpson is honored by the Squadron for here achievement.

HURRICANES (PART I)

My Date With Carol
by
Stephen M. Rocketto

I can trace my fascination with hurricanes to 1954. The 1950's was a good decade for Atlantic hurricanes. In 1950, Atlantic hurricanes first received names using the military's phonetic alphabet: "Able, Baker, Charlie...." Three years later, the weather mavens switched to the use of female names. This new practice may have been suggested by George R. Stewart's 1941 novel, *Storm*, in which a meteorologist uses the name "Maria" to denominate a storm. During 1953 and 1954, a standard list of female names, "Alice, Barbara, Carol...", were used but in 1955, fearing confusion between storms in different years, six sets of names were established, to be repeated every six years. Names of notorious storms would be retired. This system stayed in effect until 1979 when men's names were alternated with women's names. At present, the World Meteorological Organization's Western Hemisphere Hurricane Committee follow this procedure with the addition of names in French and Spanish since these languages are used in the North American regions oft threatened by hurricanes.

However, the early '50s were not a good period for New England. In the previous half century, only one major hurricane had struck the northeast, the legendary Hurricane of 1938. However, in 1954, Carol and Edna plowed into New England and in 1955, Connie and Diane caused massive flooding. These were some of the deadliest and most costly storms to ever strike. Diane was the first hurricane to cause a billion dollars worth of damage. Deaths caused by the four storms combined exceeded 200 souls. The probability of a major hurricane striking the Long Island Sound region is about twice per hundred years. Now, four had struck in a two year period. The death

tolls cannot compare to the 8,000 to 12,000 who died in Galveston, Texas in 1900 but it was a different time, the federal government took note, and a new era in hurricane research was financed by a nervous Congress, spearheaded by Senator Francis Green of Rhode Island.

At the time, most of these fascinating details was not known to me, an 12 year old boy, with not an inkling of his own finitude and mortality. But as the summer of 1954 waned and the specter of school loomed, I followed the newspaper accounts in our local paper, The New London Evening Day, detailing the approach of Hurricane Carol. As the storm moved closer, old timers reminisced about their 1938 experiences and accounts of that infamous storm were published in the local papers. Preparations were made. Boats were moved or double moored. Aircraft were flown inland. Homes fronting the sea had their windows boarded, water was stored in jugs and tubs, and not a loaf or bread, quart of milk, or egg were available from New Haven to Point Judith as people stocked their larders for the coming crisis. If I went out on the roof of our back porch, I could see, through a gap between the trees and houses, the storm warning flags at the Coast Guard Moorings at Fort Trumbull. The small craft pennant was successfully replaced by various gale warnings and I anxiously awaited the appearance of the pair of square red flags with square black centers that announced a hurricane. I had read that you could actually lean into the 64 kt winds of a hurricane and not fall over. I had also read about the huge waves generated by such a storm and what 12 year old boy could resist such a tempting surf. I had a date with a capricious lady named Carol.

My cunning mind knew that my mother would not go along with my plan to front nature's fury. Heck, she did not even like it if I wanted to gambol in a summer rain shower. The expedition had to be covert. I told her that I would make my storm headquarters in my room and follow the events on my old Hallicrafter shortwave. As the storm moved towards maximum intensity, I made my move. My mother was occupied with housewifely duties and the CBS radio soap operas

as I slipped out the front door. I couldn't don my slicker and galoshes since they were kept in the back hall and she would see me so I just had my summer garments and my Brooklyn Dodger baseball hat for protection from the elements. The cold wind driven rain lashed at me as I made my way down the hill, across Caulkins Park and the New York, New Haven, and Hartford railroad lines to the waterfront along Pequot Avenue. What a sight! The storm surge has pushed the water up and over the Thames embankments and the street was flooded. Boats, large boats, had been driven over the street and were now aground on the inland side. Piers were smashed and the strand of Green Harbor Beach was submerged. I was impressed. Now I knew there was danger afoot. Mostly, I was worried about fallen electrical wires because my failed boyish experiments with electricity had already taught me about the invisible dangers of household current. What I did not ken was that rain was not the only substance which the wind drove through the air. I noted that various solid objects, tree branches, the components of boats, and household construction materials were airborne.

Mother Rocketto did not raise a complete fool. I beat a hasty retreat along my original path. Reaching home, I peered through a window and noted that my mother was still in the living room with my younger brother and sister, knitting and power having been lost, listened to the portable radio. Shivering from the cold and from fear of discovery, I surreptitiously entered the house and silently crept up the stairs to my room, utilizing all of the skills of stalking which I had learned in Cub Scouts. I quickly stripped my sodden garments and donned dry clothes. Unfortunately, for some reason, my mother had made a round of the house and noticed the trail of water which I had left from the front door, up the steps, and directly into my room. She was most unhappy with me. My punishment was extreme. She didn't even yell at me but just gave me that "I am disappointed with you" maternal look which mothers have mastered through the ages. And since I couldn't be trusted alone in my room, I had to sit in the living room with her, my younger brother and baby sister, help her wind yarn, listen

to soap operas like "The Romance of Helen Trent" and "My Gal Sunday" and wait for my father to get home. Working on the "yarn detail" and having to listen to the CBS soap operas was punishment enough. What was worse, I realized that in my excitement, I had forgot to lean into the wind and see if its force would support me against the force or gravity.

Hurricanes (Part II) will be presented in the next issue. This second installment will discuss the genesis of hurricanes and offer some suggested readings about the history of these powerful meteorological events.

CLASSIFYING HURRICANES

The Saffir-Simpson scale is used to categorize hurricanes. When a maximum sustained wind is measured at 74 mph, the storm is officially a hurricane. Robert Simpson, Director of the National Hurricane Center and Herbert Saffir, a structural engineers established five categories of hurricanes.

Category One winds range between 74 mph and 95 mph. Trees will be damaged, power outages will probably occur, light structures such as garden storage sheds might be overturned, and roofs may occur shingle damage.

Category Two winds run between 96 mph and 110 mph. Weak structures may be damaged, especially roofs. Trailers can be overturned and anchored boats might break their moorings. Tree and power line damage will result in loss of community electricity.

When the winds hit 111 mph and go as high as 129 mph, the storm is Category Three. Power losses are wide spread and long term, houses are severely damages, and trees might be uprooted. Wind blow debris and a storm surge increase the damage.

Winds between 130 mph and 156 mph can wreck small houses and carry away structures such as sun covers and entrance canopies at businesses. Wave action erodes beaches and shifts sand and

the storm surge floods areas, even inland. These Category Four hurricanes have been known to cause enormous casualties.

The 1900 Category Four storm which destroyed Galveston, Texas may have killed as many as 10,000 people. Carol, the storm covered in the preceding article was a Category Four storm. Southeastern Connecticut and the adjoining region of Rhode Island were devastated. The storm surge flooded Norwich. The effects were so pronounced that "Carol" was the first hurricane name retired.

Category Five hurricane winds are greater than 157 mph. Private and industrial building collapse. Forests and orchards are denuded. Flooding and wide damage is, in many cases irreparable.

TRCS CADET PRIVATE PILOT CERTIFICATES

Over the last decade, three TRCS cadets have earned the FAA private pilot certificate. In addition to flight hours, each applicant must take a written and oral examination

Ten years ago, Maj Keith Neilson taught Erik Nelson, a Montville High School student, how to fly. Erik went on to the USAF Academy and is now a captain commanding a B-52

Five years ago, Brendan Flynn, home schooled, earned his certificate with Lt Col John deAndrade, certified flight instructor and Lt Col Stephen Rocketto, ground school instructor. Brendan is now in his last year at the USCG Academy.

This year, Alec deAndrade, Ledyard High School, received flight instruction at a CAP National Flight Academy where he soloed and then was flight trained by his father, Neilson, and Maj Oran Mills from Meriden. Ground school training was conducted by Lt Steven Schmidt and Rocketto. The FAA designated Pilot Examiner was John Ackerman. Alec is now attending college.