



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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<http://ct075.org>

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Issue 10.32

11 October, 2016

CADET MEETING

11 October, 2016

Lt Drost led a character development session.

SENIOR MEETING

11 October, 2016

Commander's Call/Telephone Conference

Maj Noniewicz directed his safety briefing to the issue of complacency. Following procedures and taking time to act prudently were emphasized

Lt Col Doucette reported that TRCS participation at the Groton Fall Festival may have yielded

several recruits. One of them, Marrison LaCoursiere, a private pilot, attended the meeting.

Lt Col deAndrade noted that the program for the Elk's veteran's dinner has been changed. TRCS has been replaced by the Silver Dolphins and will not present the colors. However, our cadets will work the dinner and senior members will attend.

The new website will be beta tested next month and activated in January.

Capt Miller reported that inclement weather led to the cancellation of only one Long Island Sound Patrol.

Maj Farley announced that there will be a CTWG TRANEX on 12 November and further information is forthcoming.

Lt Col Kinch requested that aircrew men who flew at least ten LISP missions contact him. They are eligible for the Homeland Security Ribbon.

Maj Lintelmann noted that squadron dues are due and members who are in arrears will be contacted.

SQUADRON FUNDRAISER

*Keep These Laborers Employed!
Sell Fruit!*



The fundraiser has entered its third week. Maj Noniewicz reports that three members have sold 33 cases. Do not wait until the November 1st cut-off date!

Please turn in each week's sales in one of the issued white envelopes to Lt Poe or Major Lintelmann so that Maj Noniewicz can generate a master list of sales, sellers, and varieties of merchandise. Again, turn in each week's sale at every meeting.

PROMOTIONS AND AWARDS



(Photos by Paul Noniewicz)



Cadet Ryan Schantz (above left) was promoted to C/TSgt. Maj Farley pins on his stripes and Mr. Schantz observes.

The soon to be married Lt Steven Schmidt received his CAP pilot wings and transport pilot certification from his fiancée, Sarah.

Lt Larry Bright has passed both the FEMA 100 and 700 courses.

RIFLE SAFETY AND MARKSMANSHIP

08 October, 2016

The second of three CTWG rifle training days brought members of two squadrons to the Carroll Range at the Quaker Hill Rod and Gun Club. Attendance was low due to conflicting events, the

annual Groton Fall Festival and the Meridan-Markham Airport Day.

Thames River was represented by C/TSgt Ryan Schantz and C/Amn Cameron Wischman. Qualifying riflemen earn medals if their scores meet standards set by the Winchester-NRA Qualification Program. The medals may be worn on cadet blues.



Cadet Lieutenant Hollingsworth works with C/MSgt Vasconcellos from the 186th Composite Squadron. (Photos by 2d Lt Fernando Vasconcellos)

Schantz qualified for a marksman medal and Wischman achieved the pro-marksman level of accomplishment. The medals will be presented at an upcoming awards ceremony.

The coaching staff consisted of C/1st Lt Daniel Hollingsworth, 2nd Lt Jonathan Planeta, USA. Mark Wujtewicz, George Planeta, Ernie Mellor, and Lt Col Stephen Rocketto. Hollingsworth is a member of the Montville High School Rifle Team and holds the Distinguished Expert medal, the highest recognition offered by the Winchester-NRA program. Jonathan Planeta is a former CAP cadet and a newly minuted army officer. The five coaches are all members of Connecticut state rifle teams and represent 150 years of firearms experience. Seniors Craig Schantz and Lt Vasconcellos assisted the coaches.

GROTON FALL FESTIVAL

The Groton Fall Festival is an annual event in its

10th year. The Festival is a community-wide event which brings together area civic organizations and businesses. The funds raised are used to support various civic projects such as Groton's Annual Holiday Lights Parade. Over 100 artists, craftsmen, businesses and organizations set up their displays in Poquonnock Plains Park.



Lt Pineau, cadet John Pineau, and Lt Col Larry Bright during the set-up. (Photo by Lt Col Richard Doucette)

Thames River participated for the second time, sponsoring a recruiting and information exhibit. Informational pamphlets were distributed and visitors were able to work with a flight simulator, our STEM robots, and some remote controlled vehicles. Six potential recruits, seniors and cadets, were identified.



Lt Pineau observes the quality of "flight" of a fair-goer. (Photo by Lt Col Richard Doucette)

LtCol Richard Doucette assisted by SM Joanne Richards organized the our presentation. The morning shift consisted of Lt Cols Doucette and Larry Bright, 2d Lt David Pineau, C/A1C Gillian Pineau, and C/SrA John Pineau. In the afternoon, Maj Scott Farley, C/1stLt Daniel Hollingsworth, and SM Richards manned the afternoon shift.

CAP RECEIVES AIR FORCE AWARD

The USAF honored the Civil Air Patrol by presenting it with the Air Force Organizational Excellence Award. The presentation was made on the 20th of September at the Air Force Association Air, Space and Cyber Conference in Maryland.

The award recognizes the CAP for its exceptionally meritorious service from October 2012 to August 2016. During that time, CAP flew 36,000 missions. CAP's 3,000 search and rescue missions are credited with saving 272 lives. CAP also provided real time imagery during times of natural disasters. Support to the USAF was rendered by providing aircraft and crews for drone escort missions, surrogate predator missions, and air defense interceptor practice.

NEW ENGLAND HURRICANE OF 1938

CT-RI Coastline from Fenwick Point to Misquamicut Devastated by Wind and Water

Hurricanes have always been dangerous for human beings and generally result in casualties and property damage. The twelve days of October's Hurricane Mathew resulted in a death toll of over 1000 human beings, most being in Haiti but some 20 or so in the United States and property damage costs of over six billion dollars. And the end is not in sight. In Haiti, the damage to infrastructure, especially water sources, can and will lead to deadly diseases such as cholera.

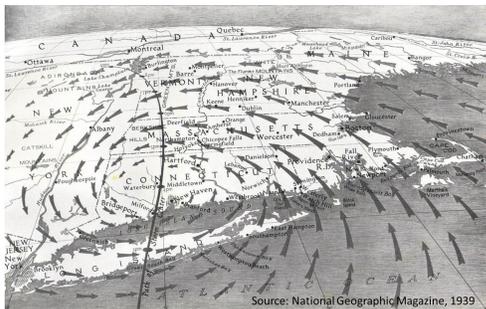
The east and gulf coasts of the United States are blessed with early warning systems, evacuation plans, and disaster relief agencies which mitigate the effects of hurricanes but this has not always been the case. In 1900, the gulf coast was struck by what is now known as the Galveston Hurricane. A 15 foot storm surge his the island city, much of which is only five feet above sea level. It was the worst natural disaster in U.S. history with around 10,000 known deaths and corrected for inflation, five billion dollars in damages. Coastal population centers are extremely susceptible to the forces of a hurricane. In 1928, Florida's Okeechobee Hurricane killed

2,500. Katrina, the 2005 gulf storm resulted in about 1,800 deaths, many in the below sea level districts in New Orleans.

In 1938, the worst hurricane in New England's history struck and the coastal strip between the Connecticut River and Misquamicut, Rhode Island was devastated. The storm was a category three event but tidal effects and the combined rotational hurricane winds and the forward speed of the storm created an enormous storm surge leading to almost 700 deaths in Rhode Island with property damage equivalent to five billion dollars in today's value.

A category 3 storm develops rotational wind speeds of around 110 mph. This was the speed recorded at Fishers Island. But the forward speed, the rate of advance of the storm was the highest ever recorded, around 50 mph, the speed of a passenger train. Hence, the storm became known as "the Long Island Express.")

The eye of the storm passed over New Haven. Since the hurricane wings rotate counter-clockwise, the coast east of New Haven experienced not only the 110 mph winds generated by the storm but 50 mph increment added by the forward speed of the storm itself. Adding the two together results in 160 mph winds, equivalent to a category 5 hurricane. But another factor combined with wind speeds to aggravate the situation. It was the autumnal equinox. The moon was full so the tides were high! The peak storm surge on the Rhode Island coast was 17 feet above normal high tide. The effect was devastating.

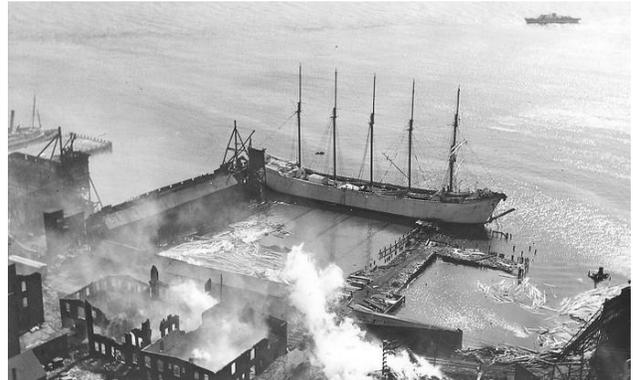


This NGS sketch shows why the winds east of the eye are so strong.

New London suffered severe flooding and an uncontrolled fire fanned by the winds. Houses were leveled along the waterfront. All 2 million pounds of the 180 foot lighthouse tender *Tulip* lay across the New York, New Haven, and Hartford railroad tracks. In Groton, 100 cottages at Bluff Point were destroyed and the Stonington fish fleet, some 50 vessels, was wiped out.



The Tulip astride the New Haven's tracks (photo credit: University of Connecticut Library)

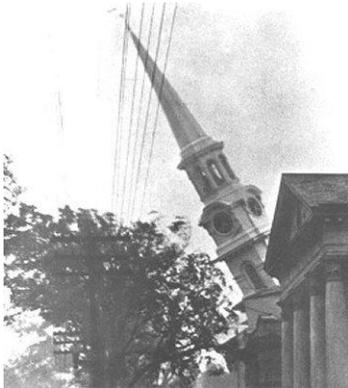


The barkentine Marsala, school ship of the American Nautical Academy, secured to a coaling dock after it broke its mooring. Note the burned out buildings on Bank Street. (photo credit: Connecticut State Library)

Inland, the storm surge, rain, and burst dams flooded Norwich reaching to the second story in some building. The Connecticut River Valley, essentially at sea level as far north as Hartford, was inundated. The already full rivers overran their banks and the water could not be absorbed by the rain saturated ground. At Hartford, the river rose to 19 feet above flood stage.



Hartford's Bushnell Park with the Aetna Tower in the background. (public domain)



The steeple of the Westfield Congregational Church, Danielson is toppled by gusts exceeding 120 mph. (Connecticut State Library)



The Flooding in Middletown (Credit: Connecticut Historical Society)

The Westerly area took the brunt of the storm. Napatree Point was struck by a 50 foot tsunami-like wave which obliterated forty houses and killed 15 people. Today, you can walk along the beach and find the semi-buried remains of the foundations. Sections of the abandoned Fort

Mansfield, built to stand up to naval gunfire, were destroyed. The death toll in the Westerly area reached 100.



Looking east-Cottages lining Napatree Point before the '38 hurricane (Photo Credit: New London Day)



Looking east-Napatree Point today.

As the storm moved north, it destroyed homes, businesses, and trees as far north as Vermont, New Hampshire, and Maine. The loss of 9,000 homes left 63,000 people homeless. An astounding two billion trees were destroyed! From the first detection of a wind shift at Bilma Oasis in the Sahara desert on September 4th to its demise in Quebec on September 23rd, the "Long Island Express" the speed of the storm as it traveled north up the east coast of the United States made forecasting difficult. Frontal analysis

was in its early stages and the inexperience of meteorologists contributed to poor forecasting and the lack of preparedness.

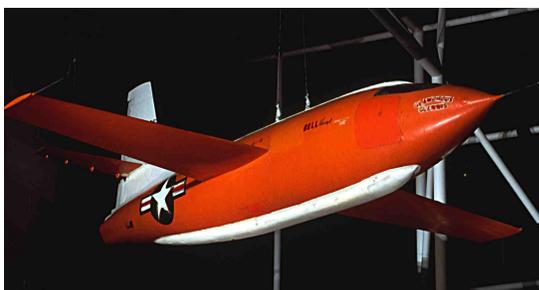
Evacuation was not public policy at that time and the short warning time would have made evacuation problematic. Even today, mass evacuation orders are judiciously issued. The price is high. Some reports estimate that the cost is a million dollars a mile and an indeterminate death toll from highway accidents and health issues. One family estimated that their costs for travel, meals, and lodgings reached \$2,750.

Today, aircraft and satellites track the storms, not only visually but with other wavelengths which reveal details not apparent to the naked eye. Ocean buoys and ground stations provide a wealth of data which is fed into super computers. But all of these technological marvels, new construction techniques, seawalls and sandbags will not suffice to protect lives until the threatened population has the means and more importantly, the will, to evacuate those sites vulnerable to the ferocious forces of nature.

AEROSPACE CHRONOLOGY

The Coming Week

14 OCT, 1947-Capt Charles Yeager becomes the first man to exceed the speed of sound flying the Bell XS-1.



Glamorous Glennis at the National Air and Space Museum, The Mall, Washington.

15 OCT, 1939-LaGuardia Airport dedicated by former CAP leader and NY Mayor, Fiorello LaGuardia.



The art deco facade of the Marine Air Terminal, LGA. Formerly the terminal for the North Atlantic flying boats.

16 OCT, 1937-First Flight of the Short S.25 which achieves fame as the Sunderland.



Sunderland at Polk City, Florida

17 OCT, 1922-Lt. V. C. Griffon pilots a Vought VE-75T from the deck of the *USS Langley*, the first flight from the first US carrier.

18 OCT, 1932-Maurice Dornier, aero engineer and brother of Claudius Dornier, goes west.

19 OCT, 1939-Vannevar Bush, president of the Carnegie Institution, is elected Chairman of the National Advisory Committee on Aeronautics.

20 OCT, 1920-Robert Esnault-Pelterie wins a suit establishing his claim as inventor of the joystick.

21 OCT, First flight of the Northrop YB-49.



YB-49 goes aloft for the first time. Glenn Edwards, after whom Edwards AFB was killed in the crash of the second YB-49 (PD)