



Missions for America

*Semper vigilans!*  
*Semper volans!*

## The Coastwatcher

Newsletter of the Thames River Composite  
Squadron  
GON  
Connecticut Wing  
Civil Air Patrol

<http://cap-ct075.com/default.aspx>

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Vol. III No. 43

04 December, 2009

### SCHEDULE OF COMING EVENTS

05-06 DEC-TLC Course  
08 DEC-Blues-Character Developm'nt/Leadership  
15 DEC-TRCS SUI Inspection/IG Visit  
22 DEC-Squadron Holiday Party  
29 DEC-NO MEETING

### FOR FUTURE PLANNING

08 JAN-LEDYARD A/S FESTIVAL  
27-28 FEB-CLC Course  
27-28 MAR-UCC Course  
Spring-SLS Course

### CADET MEETING MINUTES

01 December 2009

The assembled Cadets transferred fruit from Grasso Tech to the Squadron where it was unloaded and reallocated for distribution to our customers.

### FRUIT DELIVERY

The semi-trailer from Florida arrived at Grasso Tech at 0720 where it was greeted by GT Rifle Coach Shawn Carpenter and his information technology students and rifle team members who unloaded and stacked the fruit. Squadron members assisting were LtCol Doucette, Majs Bourque and Rocketto, and SM Dickenson and Mrs. Dickenson. After an inventory, the Squadron representatives adjourned to the Puffin Restaurant and there, on the banks of the Thames, enjoyed a late breakfast as they watched an attack submarine depart downriver.

At 1800 that evening, the Squadron split into two parties, one group loading fruit at Grasso and one contingent unloading the product at the trailer.

The fruit was then distributed to the various Cadets and their parents for delivery to the customers.

### SENIOR TRAINING

01 December 2009

Col Kinch instructed trainees in the basic scanner curriculum.

### CURRENT EVENTS

After transporting some 15 tons of material to the International Space Station, *Atlantis* returned and landed at the Cape Canaveral spaceport. She brought back Flight Engineer Nicole Stott who completed a three month assignment on the ISS.

Three more station personnel were returned today by a *Soyuz* TMA-15 vehicle leaving a skeleton crew of only two on board the ISS. Another *Soyuz*, TMA-17, is scheduled to return in two weeks bringing three new crew members.

## HISTORY

### CAP Anniversary

The Civil Air Patrol was founded when a trio of aviation minded citizens convinced the U.S. government of the utility of a volunteer force of aviators who would stand ready to assist in times of national emergency.

Gill Rob Wilson, Thomas Beck, and Guy Gannett, all involved in newspaper and magazine publication, put together a plan for organizing civil aviation interests to support the military in the impending war. They submitted the plan to the Director of the Office of Civil Defense, New York Mayor, Fiorello LaGuardia, an aviator in the War to End Wars." LaGuardia approved the plan and it was submitted to a board appointed by General "Hap" Arnold which then allocated army support.

On December 1, 1941, LaGuardia signed Administrative Order 9 and the Civil Air Patrol was born and placed under the command of Maj. Gen. John Curry. Wartime duties involved antisubmarine patrols, courier flights, anti-aircraft training missions, border patrols, and cadet training. Fifty-nine CAP members died in the line of duty.



*NEAM Stinson 10, Spirit of Latana, Fitted with Bomb for Anti-sub Work*

After the war, CAP went through a number of administrative changes and, in 1948, was made the official auxiliary of the USAF.

Today, CAP membership stands at around 60,000 members organized in 52 Wings. The volunteer members stand ready with over 500 aircraft and 1000 vehicles to meet the obligations of their three federally mandated missions: Emergency Services, Aerospace Education, and Cadet Programs. CAP flies over 90% of the USAF continental search and rescue missions, works with federal and state Homeland Security Departments, local, state, and federal law enforcement agencies, public emergency service providers, schools, and a variety of external organizations to provide assistance when required.

### The Bomber's Moon

The meeting night brought clear skies and a full moon rising in the east, a "bomber's moon." Maj Rocketto recounted one story of how this name came to be applied.

In the summer of 1937, Japanese and Chinese troops clashed outside of Beijing in what is known as the "Marco Polo Bridge Incident" precipitating the Second Sino-Japanese War.

China had been racked by internal disorder since the revolutionaries under Sun Yat-Sen had overthrown the Empire in 1911. Many warlords held local control but eventually, Sun Yat-Sen consolidated power and the fight was reduced to a struggle between the Koumintang under Chiang Kai-Shek and the Communists under Mao Tse-Tung. The militant Japanese Empire took advantage of the weakened Chinese Republic and their aggressive actions are recognized as one of the first stages of World War II.

The Japanese supported their ground troops by means of aerial bombardment of cities. In the 1930s, navigation facilities, especially in the Far East, were almost non-existent and navigators relied upon pilotage techniques to guide their ships to the target. A full moon illuminates the ground. Lakes, rivers, and shorelines are especially prominent and it was under this phase of the moon that the Nakajimas and Mitsubishi's were most effective. So often did this occur that the expression "bomber's moon" was understood to mean the full moon.

However, a moonlit night did not always favor the offensive. On the night of 10-11 March, 1944, the Royal Air Force launched a maximum effort against the German city of Nuremberg. RAF Bomber Command suffered its worst night of the war due to a combination of astronomical, meteorological, and tactical factors.

The moon was a bright first quarter and would be up for most of the time of the raid. Normal British practice was to use darkness to shield their bombers but they counted on cloud cover to counter the moonlight.

Unfortunately the leading edge of a cold front crossing France resulted in low clouds over the target area and clear air above. A movement of the cold front to the south, undetected by the British met flights, caused winds to shift and the bombers started to separate from the carefully planned path designed to reduce their time over the target.

Finally, the effective use of radar intercept methods by the Germans countered British feints and heading changes and guided the Messerschmidt and Junkers night fighters to their targets in the bomber stream.

Condensation trails formed and shined brilliantly in the night, pointing out their prey to the German fighters. In the bright skies, the bombers were massacred.

Almost 100 aircraft and crews were lost for a casualty rate of around 15 percent. Reports said that the surviving bombers could navigate back to Britain by following the trail of fires on the ground left by the burning Lancasters and Halifax bombers which had been shot down.

Nature is neutral in the squabbles of man. The nineteenth century biologist Thomas H. Huxley has written

*The chess board is the world, the pieces are the phenomena of the universe, the rules of the game are what we call the laws of Nature. The player on the other side is hidden from us. We know that his play is always fair, just, and patient. But also we know, to our cost, that he never overlooks a mistake, or makes the smallest allowance for ignorance.*

### **RIFLE SAFETY AND MARKSMANSHIP TRAINING**

Maj Rocketto instructed seven Cadets in rifle qualification firing at the Quaker Hill Rod and Gun Club on 28 November. C/2Lt Scannell qualified for his Sharpshooter Badge. Cadets Barbaran, Orlando, Herzog, and Flynn earned Marksman Badges. Cadets Molinari and Abbiati, both Sharpshooters, worked on higher qualifications.



*Cadets in the prone position firing on the 50 foot indoor range*

## SUPPLY ROOM CLOTHES RACKS

Lt Miller and Maj Rocketto's brother, Hap Rocketto, 2Lt, AUS (Retired) labored for some six hours constructing the new clothing racks for the logistics trailer. Designed by Miller, an aeronautical engineer, the two 20 foot A-frames will allow the Squadron to keep our supply or uniforms neat and in order. Rocketto, who learned the trade working for Habitat for Humanity, worked under Miller's baleful eyes, measuring twice and cutting once and never even drawing blood. The FAA has refused to issue a Certificate of Airworthiness for the racks although whether it is a design question or a construction question is still in doubt.

When the work had been completed, Maj Rocketto magically appeared and took the two artisans out for a barbeque sandwich, a side, and a cool drink.



*Miller warily eyes the oncoming drill as Rocketto seeks the vertical.*

## IMPORTANT WEBSITE ADDRESSES AND A PHONE NUMBER

The **Squadron website** is at:

<http://cap-ct075.com/default.aspx>.

It contains portals to the **ES 116** test and a wealth of important information.

If you plan on taking an **aerospace test** or a **leadership test**, first go to:

<http://www.capwyhq.org/drupal-5.0/?q=node/296>.

This site contains an excellent set of **practice tests with answers** supplied.

If you need **OpSec Training**, go to

<https://tests.cap.af.mil/opsec>.

For **uniforms and supplies**:

The Hock Shop: <http://www.thehock.com/>

Vanguard: <http://www.vanguardmil.com/>

Old Lincoln County: <http://olcnet.com/index.htm>

For **sewing insignias or alterations**, go to "Sewing by Betty" in Oakdale. Call her at (860) 848-0894.



*CAP Sikorsky S-39 at NEAM*

*CAP Piper J-3 at USAF Museum*



*CAP Fairchild 24 with Ranger Engine at USAF Museum*