

# “The Fun One”

VOLUME 8, NUMBER 1 JANUARY 2017



**Flotilla 33-1  
40 & 8 Club  
3113 S. 70 St.  
Omaha, Nebraska**

## FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - James Miller  
Vice Flotilla Commander (VFC) - Shane Wilson  
Immediate Past Flotilla Commander (IPFC) -  
Barb Westcott  
Secretary (FSO-SR) - Jean Goble  
Treasurer (FSO-FN) - George McNary  
Communications (FSO-CM) - James Wolfe  
Communication Services (FSO-CS) -  
Barb Westcott  
Information Services (FSO-IS) -  
Barclay Stebbins  
Diversity (FSO-DV) - Jim Westcott  
Materials (FSO-MA) - Bernie McNary  
Marine Safety (FSO-MS) - Shane Wilson  
Aids to Navigation (FSO-NS) - Shane Wilson  
Member Training (FSO-MT) - George McNary  
Operations (FSO-OP) - Warren Koehler  
Public Affairs (FSO-PA) - Jim Westcott  
Publications (FSO-PB) - Barb Westcott  
Public Education (FSO-PE) - James Miller  
Human Resources (FSO-HR) - Richard Goble  
Program Visitor (FSO-PV) - James Wolfe  
Vessel Examiner (FSO-VE) - Doug Wells

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U.S. Coast Guard or U.S. Coast  
Guard Auxiliary.

**On Facebook we are found at:  
USCGAUX Flotilla 85-33-01**

## SCHEDULE OF EVENTS

14 January	COW Location TBA
16 January	Flotilla Meeting
14 February	Valentine's Day
20 February	Flotilla Meeting
10 - 12 March	Spring D-Train

**See the calendars and check our website  
for possible date changes**

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**Want to see more pictures?  
Please remember to check out the website at:  
[http://wow.uscgaux.info/WOW\\_signin.php?](http://wow.uscgaux.info/WOW_signin.php?)**



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## FLOTILLA COMMANDER'S MESSAGE



### Commander's Article January 2017

We are beginning a new year and challenges to the Coast Guard Auxiliary continue to persist.

One of our first challenges is a search for another location for our flotilla meetings. Financial difficulties within the 40 & 8 club necessitate the search. This is not to say we will be leaving the 40 & 8 location immediately but we need take *Semper Paratus* seriously and be prepared. If the time comes that we need another meeting location, we'll be ready. We will keep everyone advised as the circumstances unfold.

Family, work, personal interests, and an aging membership all compete with the time one can or is willing to commit to the important tasks of the U.S. Coast Guard Auxiliary. Our assignment to provide education and support to the recreational boating community continues. And with the increased interest by the public in time on the water, our assignment is even more important.

I am committing more time and energy to meeting the needs of the US Coast Guard Auxiliary. I think it's unfair that I ask you to commit more time because you all exceed my contributions but the need continues. Therefore, I ask each of you to give one additional hour of time each month. That's 12 additional hours out of the 8,760 hours each of us have this year.

I look forward to sharing that time with you in 2017.

James



*The Members of  
Division 33, Eighth Western Rivers Region  
United States Coast Guard Auxiliary  
Request the pleasure of your company at the*



*Change of Watch Dinner  
On Saturday, the 14th day of January 2017  
at 1800 hrs at Caddy's Riverside Grill  
2 Harrah's Boulevard  
Council Bluffs, IA 51501  
1800 Social Hour  
1900 Dinner*

*Change of Watch Ceremony to Follow*

*Buffet Menu - Your Choice \$34.00*

*Roasted Prime Rib Pan Seared Atlantic Salmon Herb Grilled Chicken*

*Entrees include Roasted potatoes, Seasonal Vegetables Dinner Salad, rolls,*

*Non-alcoholic beverage.*

**R.S.V.P by 9 January 2017 to**

**George McNary, DCDR Division 33 8WR**

**402 630-2345**

**gmcnary@creighton.edu**

*Uniform of the day ♦ Dinner Dress Blue ♦ Dinner Dress White ♦ Appropriate Civilian Attire*

# OUR 25 YEAR MEMBERS



George McNary (middle) and Bernie McNary (left) receiving their certificates for 25 years of service with the USCG Auxiliary from Barb Westcott, FC.

Pictures by Jim Westcott



# The Long Blue Line: Coast Guard Lighthouses and the history of the Flying Santa

Posted by PA2 Connie Terrell, Thursday, December 1, 2016 in the Coast Guard Compass, the Official Blog of the U.S. Coast Guard, which may be found at the following url:

<http://coastguard.dodlive.mil/2016/12/the-long-blue-line-coast-guard-lighthouses-and-the-history-of-the-flying-santa/>



A Flying Santa Ford Tri-Motor delivers a parcel to Graves Light off of Boston. Photo courtesy of Friends of Flying Santa.

## William H. Thiesen, Historian Coast Guard Atlantic Area Historian

Throughout the history of the [U.S. Coast Guard's aviation branch](#), the service's aircraft have come to the aid of the American public in emergencies and in time of need. However, the holiday season provides a unique opportunity for private citizens to show their appreciation.



Portrait photograph of William Wincapaw, originator of the Flying Santa program. Photo courtesy of Friends of Flying Santa.

[Continued on the next page](#)

Beginning in the Great Depression, aviator William “Bill” Wincapaw began the tradition of the [Flying Santa](#). Born in Friendship, Maine, Wincapaw oversaw flight operations for the Curtiss Flying Service in Rockland, Maine. He came to admire Maine’s lighthouse keepers and their families for standing the watch in isolated and often inhospitable locations.

To show his appreciation for their dedication and self-sacrifice, Wincapaw decided to deliver gift parcels to local lighthouses on Christmas Day. Early in the morning on December 25, 1929, Wincapaw loaded the packages of Christmas gifts into his vintage Travel Air A-6000-A airplane, featuring a single radial engine and wicker seats. That first year he airdropped Christmas gifts to a dozen lighthouses located along the Maine Coast.



In 1946, the Flying Santa used a Sikorsky S-51 for deliveries. It was the first use of a helicopter for Christmas deliveries. Photo courtesy of Friends of Flying Santa.

Wincapaw continued the tradition the next year and, over time, came to be known as “The Flying Santa” and the “Santa of the Lighthouses.” He began to dress the part and enlisted his son, Bill Jr., to pilot additional Christmas Day flights. His gift parcels included basic items, such as newspapers, magazines, coffee, tea, candy, tobacco, soup, yarn, pens and pencils.

By 1933, the program proved so popular that Wincapaw expanded it to include 91 lighthouses from Maine to Rhode Island and Connecticut. He even found commercial sponsors to underwrite the cost of the parcels and the flights.

In the late 1930s, the program expanded requiring the services of a third “Santa.” The Wincapaws enlisted New England maritime historian Edward Rowe Snow to fill the position. During World War II, deliveries became more sporadic; however, by war’s end the Flying Santa visited an impressive 115 lighthouses and Coast Guard stations.

In 1946, the program even tested the latest aviation technology using a helicopter to assist in airborne deliveries. The Flying Santa reverted back to fixed-wing aircraft the next year and helicopters would not be used again for more than 30 years.

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The original Flying Santa, William Wincapaw, drops a Flying Santa parcel to a lighthouse at Christmas time in 1936 Photo courtesy of Friends of Flying Santa.

In 1947, Wincapaw suffered a heart attack during a flight out of Rockland and died in the ensuing crash. Numerous lighthouse keepers, their families and representatives from the Coast Guard, [Army](#) and [Navy](#) attended Wincapaw's memorial service. At the appointed time of the service, fog horns and lighthouse warning bells called out along the Maine Coast to honor the man who established the beloved Flying Santa tradition.

After Wincapaw's passing, Snow took over the program. Snow and his family became the heart and soul of the operation. With the support of dedicated pilots, Snow honored Wincapaw by expanding the flights to include nearly 180 lighthouses and boat stations. In certain years, the program even served installations along the shores of the West Coast, Great Lakes and remote locations, such as Bermuda and Sable Island, 100 miles off the Nova Scotia coast.



Flying Santa delivering parcels by helicopter in 1946. U.S. Coast Guard photo.

Snow continued the Christmas tradition for 45 years. He retired in 1981, when failing health prevented him from taking part in further Flying Santa missions. That year, oversight of the Flying Santa program passed to the [Hull Lifesaving Museum](#) and helicopters replaced fixed-wing aircraft to transport the Flying Santa.

In 1987, lighthouses underwent automation; however, the Flying Santa continued to visit Coast Guard bases and installations.

[Continued on the next page](#)



In the 1990s, a number of retired Coast Guardsmen began volunteering to serve as the Flying Santa. In 1997, the all-volunteer Friends of Flying Santa was organized as a private non-profit to run the Flying Santa program.

The Flying Santa has been in operation nearly 90 years since Wincapaw founded it. Over the years, the Flying Santa has missed only the year 1942, due to the security concerns of World War II.

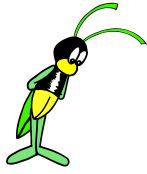
Today, the program delivers gifts to over 800 Coast Guard children at 75 units located from Maine to New York. The Flying Santa remains a part of Coast Guard tradition and long blue line legacy.



Flying Santa visiting Station Jonesport, Maine in 2015. Photo courtesy of Friends of Flying Santa.

A special thanks to Jim Wolfe, member of 085-33-01, for the suggestion to place this article in this month's issue of the "Fun One"





# ***BY THE INFORMATION BUG***

*By Barb Westcott*

## ***JANUARY NOTES***

<https://www.ready.gov/winter-weather>

### **Before Snowstorms and Extreme Cold**

To prepare for a winter storm you should do the following:

Before winter approaches, add the following supplies to your [emergency kit](#):

- Rock salt or more environmentally safe products to melt ice on walkways. Visit the [Environmental Protection Agency](#) for a complete list of recommended products.
- Sand to improve traction.
- Snow shovels and other snow removal equipment.
- Sufficient heating fuel. You may become isolated in your home and regular fuel sources may be cut off. Store a good supply of dry, seasoned wood for your fireplace or wood-burning stove.
- Adequate clothing and blankets to keep you warm.

Make a [Family Communications Plan](#). Your family may not be together when disaster strikes, so it is important to know how you will contact one another, how you will get back together and what you will do in case of an emergency.

A NOAA Weather Radio broadcasts alerts and warnings directly from the NWS for all hazards. You may also sign up in advance to receive notifications from your local emergency services.

Download FEMA's Be Smart. Know Your Alerts and Warnings for a summary of notifications at: [www.ready.gov/prepare](http://www.ready.gov/prepare). Free smart phone apps, such as those available from FEMA and the American Red Cross, provide information about finding shelters, providing first aid, and seeking assistance for recovery.

Minimize travel. If travel is necessary, keep a disaster supplies kit in your vehicle.

Bring pets/companion animals inside during winter weather. Move other animals or livestock to sheltered areas with non-frozen drinking water.



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## **Winterize Your Vehicle**

**Check or have a mechanic check the following items on your car:**

- **Antifreeze levels** - ensure they are sufficient to avoid freezing.
- **Battery and ignition system** - should be in top condition and battery terminals should be clean.
- **Brakes** - check for wear and fluid levels.
- **Exhaust system** - check for leaks and crimped pipes and repair or replace as necessary. Carbon monoxide is deadly and usually gives no warning.
- **Fuel and air filters** - replace and keep water out of the system by using additives and maintaining a full tank of gas. A full tank will keep the fuel line from freezing.
- **Heater and defroster** - ensure they work properly.
- **Lights and flashing hazard lights** - check for serviceability.
- **Oil** - check for level and weight. Heavier oils congeal more at low temperatures and do not lubricate as well.
- **Thermostat** - ensure it works properly.
- **Windshield wiper equipment** - repair any problems and maintain proper washer fluid level.
- **Install good winter tires** - Make sure the tires have adequate tread. All-weather radials are usually adequate for most winter conditions. However, some jurisdictions require that to drive on their roads, vehicles must be equipped with chains or snow tires with studs.

**Update the [emergency kits](#) in your vehicles with:**

- A shovel
- Windshield scraper and small broom
- Flashlight
- Battery powered radio
- Extra batteries
- Water
- Snack food
- Matches
- Extra hats, socks and mittens
- First aid kit with pocket knife
- Necessary medications
- Blanket(s)
- Tow chain or rope
- Road salt and sand
- Booster cables
- Emergency flares
- Fluorescent distress flag



Continued on the next page

### **Winterize Your Home**

- Winterize your home to extend the life of your fuel supply by insulating walls and attics, caulking and weather-stripping doors and windows, and installing storm windows or covering windows with plastic.
- Winterize your house, barn, shed or any other structure that may provide shelter for your family, neighbors, livestock or equipment. Clear rain gutters; repair roof leaks and cut away tree branches that could fall on a house or other structure during a storm.
- Maintain heating equipment and chimneys by having them cleaned and inspected every year.
- Insulate pipes with insulation or newspapers and plastic and allow faucets to drip a little during cold weather to avoid freezing. Running water, even at a trickle, helps prevent pipes from freezing.
- All fuel-burning equipment should be vented to the outside and kept clear.
- Keep fire extinguishers on hand, and make sure everyone in your house knows how to use them. House fires pose an additional risk, as more people turn to alternate heating sources without taking the necessary safety precautions.
- Learn how to [shut off water valves](#) (in case a pipe bursts).
- Insulate your home by installing storm windows or covering windows with plastic from the inside to keep cold air out.
- Hire a contractor to check the structural ability of the roof to sustain unusually heavy weight from the accumulation of snow - or water, if drains on flat roofs do not work.

### **Know the Terms**

Know the terms used to describe changing winter weather conditions and what actions to take. These terms can be used to determine the timeline and severity of an approaching storm. (Advisory / Watch / Warning). The NWS also issues advisories and warnings for other winter weather, including blizzards, freezes, wind chill, lake effect snow, and dense fog. Be alert to weather reports and tune in for specific guidance when these conditions develop.

**Freezing Rain** - Rain that freezes when it hits the ground, creating a coating of ice on roads, walkways, trees and power lines.

**Sleet** - Rain that turns to ice pellets before reaching the ground. Sleet also causes moisture on roads to freeze and become slippery.

**Wind Chill**- Windchill is the temperature it “feels like” when you are outside. The NWS provides a Windchill Chart to show the difference between air temperature and the perceived temperature and the amount of time until frostbite occurs. For more information, visit: <http://www.nws.noaa.gov/om/winter/windchill.shtml>.

**Winter Weather Advisory** - Winter weather conditions are expected to cause significant inconveniences and may be hazardous. When caution is used, these situations should not be life threatening. The NWS issues a winter weather advisory when conditions are expected to cause significant inconveniences that may be hazardous. If caution is used, these situations should not be life-threatening.

Continued on the next page

**Winter Storm Watch** - A winter storm is possible in your area. Tune in to NOAA Weather Radio, commercial radio, or television for more information. The NWS issues a winter storm watch when severe winter conditions, such as heavy snow and/or ice, may affect your area but the location and timing are still uncertain. A winter storm watch is issued 12 to 36 hours in advance of a potential severe storm. Tune in to NOAA Weather Radio, local radio, TV, or other news sources for more information. Monitor alerts, check your emergency supplies, and gather any items you may need if you lose power.

**Winter Storm Warning** - A winter storm is occurring or will soon occur in your area.

**Blizzard Warning** - Sustained winds or frequent gusts to 35 miles per hour or greater and considerable amounts of falling or blowing snow (reducing visibility to less than a quarter mile) are expected to prevail for a period of three hours or longer.

**Frost/Freeze Warning** - Below freezing temperatures are expected.

### **Carbon Monoxide**

Caution: Each year, an average of 430 Americans die from unintentional carbon monoxide poisoning, and there are more than 20,000 visits to the emergency room with more than 4,000 hospitalizations. Carbon monoxide-related deaths are highest during colder months. These deaths are likely due to increased use of gas-powered furnaces and alternative heating, cooking, and power sources used inappropriately indoors during power outages.

- Never use a generator, grill, camp stove or other gasoline, propane, natural gas or charcoal-burning devices inside a home, garage, basement, crawlspace or any partially enclosed area. Locate unit away from doors, windows and vents that could allow carbon monoxide to come indoors. Keep these devices at least 20 feet from doors, windows, and vents.
- The primary hazards to avoid when using alternate sources for electricity, heating or cooking are carbon monoxide poisoning, electric shock and fire.
- Install carbon monoxide alarms in central locations on every level of your home and outside sleeping areas to provide early warning of accumulating carbon monoxide.
- If the carbon monoxide alarm sounds, move quickly to a fresh air location outdoors or by an open window or door.
- Call for help from the fresh air location and remain there until emergency personnel arrive to assist you.



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## **During Snowstorms and Extreme Cold**

- Stay indoors during the storm.
- Walk carefully on snowy, icy, walkways.
- Avoid overexertion when shoveling snow. Overexertion can bring on a heart attack—a major cause of death in the winter. Use caution, take breaks, push the snow instead of lifting it when possible, and lift lighter loads.
- Keep dry. Change wet clothing frequently to prevent a loss of body heat. Wet clothing loses all of its insulating value and transmits heat rapidly.
- Signs of Frostbite: Occurs when the skin and body tissue just beneath it freezes. Loss of feeling and white or pale appearance in extremities, such as fingers, toes, earlobes, face, and the tip of the nose.
- What to Do: Cover exposed skin, but do not rub the affected area in an attempt to warm it up. Seek medical help immediately.
- Signs of Hypothermia: Dangerously low body temperature. Uncontrollable shivering, memory loss, disorientation, incoherence, slurred speech, drowsiness, and apparent exhaustion.
- What to Do: If symptoms of hypothermia are detected take the person's temperature. If it is below 95°, seek medical attention immediately. Get the victim to a warm location. Remove wet clothing. Warm the center of the body first by wrapping the person in blankets or putting on dry clothing. Give warm, non-alcoholic beverages if the victim is conscious. Seek medical help immediately.
  1. The U.S. Centers for Disease Control and Prevention (CDC) recommends, if you detect symptoms of frostbite, seek medical care. Because frostbite and hypothermia both result from exposure, first determine whether the victim also shows signs of hypothermia. Hypothermia is a more serious medical condition and requires emergency medical assistance.
- Drive only if it is absolutely necessary. If you must drive: travel in the day; don't travel alone; keep others informed of your schedule; stay on main roads and avoid back road short-cuts.
- Let someone know your destination, your route, and when you expect to arrive. If your car gets stuck along the way, help can be sent along your predetermined route.
- If the pipes freeze, remove any insulation or layers of newspapers and wrap pipes in rags. Completely open all faucets and pour hot water over the pipes, starting where they were most exposed to the cold (or where the cold was most likely to penetrate).
- Maintain ventilation when using kerosene heaters to avoid build-up of toxic fumes. Refuel kerosene heaters outside and keep them at least three feet from flammable objects.
- Conserve fuel, if necessary, by keeping your residence cooler than normal. Temporarily close off heat to some rooms.
- If you will be going away during cold weather, leave the heat on in your home, set to a temperature no lower than 55°F.



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## **Stay or Go**

### **STAY:**

- If stuck on the road to avoid exposure and/or rescue is likely
- If a safe location is neither nearby or visible
- If you do not have appropriate clothing to go outside
- If you do not have the ability to call for help

### **GO:**

- If the distance to call for help is accessible.
- If you have visibility and outside conditions are safe.
- If you have appropriate clothing.
- Once the storm has passed, if you are not already home, follow instructions from your local transportation department and emergency management agency to determine which route will be safest for you to get home. Drive with extra caution.

## **Dress for the Weather**

- If you must go outside, wear several layers of loose-fitting, lightweight, warm clothing rather than one layer of heavy clothing. The outer garments should be tightly woven and water repellent.
- Wear mittens, which are warmer than gloves.
- Wear a hat. A hat will prevent loss of body heat.
- Cover your mouth with a scarf to protect your lungs.

## **Stranded in a Vehicle**

### **If a blizzard traps you in the car:**

- Pull off the highway. Turn on hazard lights and hang a distress flag from the radio antenna or window.
- Remain in your vehicle where rescuers are most likely to find you. Do not set out on foot unless you can see a building close by where you know you can take shelter. Be careful; distances are distorted by blowing snow. A building may seem close, but be too far to walk to in deep snow.
- Run the engine and heater about 10 minutes each hour to keep warm. When the engine is running, open a downwind window slightly for ventilation and periodically clear snow from the exhaust pipe. This will protect you from possible carbon monoxide poisoning.
- Exercise to maintain body heat, but avoid overexertion. In extreme cold, use road maps, seat covers, and floor mats for insulation. Huddle with passengers and use your coat for a blanket.
- Take turns sleeping. One person should be awake at all times to look for rescue crews.
- Eat regularly and drink ample fluids to avoid dehydration, but avoid caffeine and alcohol.
- Be careful not to waste battery power. Balance electrical energy needs - the use of lights, heat, and radio - with supply.
- Turn on the inside light at night so work crews or rescuers can see you.
- If stranded in a remote area, stomp large block letters in an open area spelling out HELP or SOS and line with rocks or tree limbs to attract the attention of rescue personnel who may be surveying the area by airplane.

Leave the car and proceed on foot - if necessary - once the blizzard passes.

Turn on the inside light at night so work crews or rescuers can see you.

If stranded in a remote area, stomp large block letters in an open area spelling out HELP or SOS and line with rocks or tree limbs to attract the attention of rescue personnel who may be surveying the area by airplane.

**Leave the car and proceed on foot - if necessary - once the blizzard passes.**

### **After Snowstorms and Extreme Cold**

- If your home loses power or heat for more than a few hours or if you do not have adequate supplies to stay warm in your home overnight, you may want to go to a designated public shelter if you can get there safely. Text **SHELTER** + your **ZIP code** to **43362** (4FEMA) to find the nearest shelter in your area (e.g., SHELTER20472)
- Bring any personal items that you would need to spend the night (such as toiletries, medicines). Take precautions when traveling to the shelter. Dress warmly in layers, wear boots, mittens, and a hat.
- Continue to protect yourself from frostbite and hypothermia by wearing warm, loose-fitting, lightweight clothing in several layers. Stay indoors, if possible.

### **Learn From Every Storm**

Restock your emergency supplies to be ready in case another storm hits.

- Assess how well your supplies and family plan worked. What could you have done better?
- Take a few minutes to improve your family plan and supplies before the next winter storm hits.
- Talk to your neighbors and colleagues about their experiences and share tips with each other.

### **Related Content**

- [National Weather Service](#)
- Ready.gov & America's PrepareAthon! [Winter Safety Social Media Toolkit](#)
- [American Red Cross](#)



# January 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 	2	3	4	5	6	7
8	9	10	11	12	13	14 Division 33 COW Location TBA
15	16 Flotilla 33-1 Meeting Forty & Eight Club	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

# February 2017



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14 <i>Happy Valentine's Day</i>	15	16	17	18
19	20 Flotilla 33-1 Meeting Forty & Eight Club	21	22	23	24	25
26	27	28				