



Up Top In Operations

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Changes Are in the Air

by Bob Shafer, DVC-OA

As many of you know by now, a new version of the CG Auxiliary Manual has recently been published. If you haven't seen it yet, you can find it on the Chief Director's web site at http://www.cgaux.info/g_ocx/publications/comdtinst/M16790.1F.pdf. In the new manual, there are some things of special relevance to AUXAIR.

You will notice that the District Flight Safety Officer is clearly designated as a District Staff Officer. Over the years there has been inconsistency in the appointment of this position. Some Districts have the DFSSO as a DSO, and in some the DFSSO is an ADSO. Now it's clear that the DFSSO is appointed by the DCO to a DSO-level appointment.

The DFSSO has joint reporting responsibilities for safety issues. The DFSSO is a member of the District Aviation Board and advises the DSO-AV on safety issues. The DFSSO also reports to the DCO on the safety of the aviation program.

Some ADSO-level aviation positions are mentioned in the new manual, too. For aviation assignments, there "shall be one assistant position per air station actively involved in issuing Auxiliary aviation orders within the district". This assistant is normally designated as an ADSO-AAC (Auxiliary Aviation Coordinator).

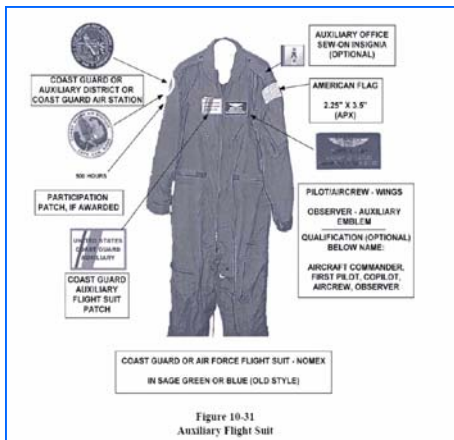
Other aviation ADSO positions may be authorized at the discretion of the DCO.

Some examples of these are:

- Aviation Training – ADSO-AVT
- Aviation Management – ADSO-AVM
- Assistant Flight Safety Officer – ADSO-ADFSO

Again, these are only examples. Other additional aviation ADSO positions may be useful, and may be designated by the DCO.

Another change in the new AUXMAN involves the flight suit uniform and the Auxiliary specific flight suit patch. As there have been some questions regarding this, I'd like to give you some background information on how these changes came about.



Until now, there was no standardized flight suit patch for AUXAIR. The only flight suit patch available was the one worn by active duty aviation personnel. The Active duty patch was and is technically inappropriate for us to wear, as it does not identify us as Auxiliarists. It was accepted as a work around because we didn't

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OSHKOSH AUX-AirVenture

by Claude Hribal, BC-OAR

EAA AirVenture 2004 went well for the CG AUXAIR and CG.



The Auxiliary provided ten patrol boats on Lake Winnebago, conducting patrols in shifts from 0800 to 2000 each day. These patrols, in the area of the Seaplane Base, ensured that the landing and take-off areas were clear of small craft for safe Seaplane operations. A secondary function was SAR standby in case of a mishap.

As in past years, the Auxiliary was privileged to obtain a booth in Exhibit Building A from the EAA in thanks for the services provided by the volunteers of the Auxiliary. Public Interest in the booth was very high. We had good participation in staffing the booth from DISR, D5, D9CR, D9WR and from the regular CG recruiter from Milwaukee, AET1 John Zwicker. Many people stopped by to find out about the

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Just One More in 2004



AUXAIR Changes (continued from p.1)

have a distinctive patch of our own.

Last December, some CGAS Commanding Officers asked that there be a quick way of identifying Auxiliarists to those members of their staff who might come in contact with them. Since all of our other uniforms have some form of clear distinction, this was a very reasonable request. It was proposed that there be a unique Auxiliary Aviation flight suit patch. The addition of the word "Auxiliary" and the reversed colors of the "racing stripe" were consistent with other Auxiliary uniforms and "branding" efforts.

The proposed patch, and other flight uniform standardization efforts were presented to the DSO-AVs for comment at N-Train in St. Louis this past January. As no objections were raised, agreement was soon reached among the National Staff, the NEXCOM and OCX.

The new flight suit patch has been submitted to vendors and should be in production soon. As soon as stocks have been manufactured an announcement will be made regarding its availability. Then you will be able to obtain it and wear it proudly.



Auxiliary Aviation Homeland Security Operations

by Bob Fratangelo, BC-OAH

Along with Search and Rescue (SAR), Homeland Security missions continue to be a high priority mission for AUXAIR in all Districts. As AUXAIR fulfills these Homeland Security missions, the air stations and surface communities they support are able to perform additional missions with their tight resources. Under the "new normalcy", these Homeland Security missions are evolving into multi-missions with profiles

supporting many communities within the Coast Guard. While performing Maritime Domain Awareness Patrols, crews are being tasked to perform Marine Environmental Patrols, Commercial Vessel tracking, Harbor Patrols, ATON discrepancy notification, Search and Rescue Patrols (Safety Patrols), and AOR traffic updates, among other things.

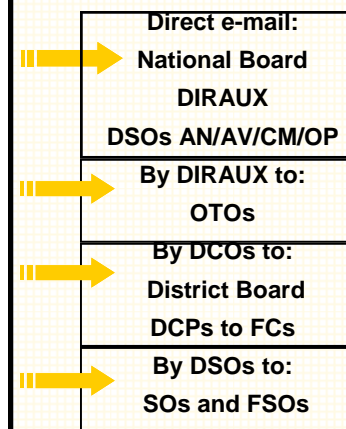
Many Coast Guard Districts are supporting other law enforcement team members by using AUXAIR platforms for Joint MDA patrols. (Pictures—page 4) Many of these agencies and departments do not have aerial platforms available to them, so AUXAIR becomes a tremendous force multiplier and increases interagency support and cooperation for the Coast Guard among their many partners and team members. Several Districts support teams and are able to utilize AUXAIR for Law Enforcement Support. AUXAIR has proven to be an ideal source of aerial platforms for Joint Terrorism Task Force, Integrated Border Enforcement Team and Integrated Maritime Enforcement Team operations. In many cases AUXAIR facilities are the only aerial platforms available to these teams.

AUXAIR has developed after action reporting systems which provide richly detailed reports. These reports, sent immediately after mission completion, have proven to be of great value to the Coast Guard. They often include digital imagery of items of interest observed during the mission. Many of these pictures have resulted in Captain of the Port actions, or security actions, and are frequently used by all Coast Guard communities for high level reporting and training.

AUXAIR has really come into its own performing these all important missions in support of the Coast Guard, the Department of Homeland Security and this great country of ours. And the best is yet to come.



DISTRIBUTION:



OSHKOSH (continued from p.1)

Coast Guard, the CG Reserve and the Auxiliary, especially the AUXAIR program. We passed out a considerable amount of literature on the CG, CG Reserve, CG AUXAIR, along with follow up cards. We also distributed posters, cups, and water bottles.

Realizing the need for an emergency drill some years ago, Seaplane Base Ops personnel and the Auxiliary instituted the initial drill, contacting independent agencies to weld them into a cohesive unit. Since then the Safety Committee and the Emergency Drill have evolved and expanded into what it is today.

This year, communications between all agencies went better than planned. The overall results so impressed the Director of Wisconsin Homeland Security that he decided to approach the EAA leadership about conducting something similar at the EAA main base in the future. The Director of the Seaplane Base thanked us for organizing the very successful Emergency Drill.

Now that *AirVenture '04* is history, we have started planning for our part in *AirVenture '05*. Remember to mark your calendars for 26 July to 1 August 2005 for the next *EAA AirVenture*.

(See picture—page 4)

Choosing Safety

by Bob Shafer, DVC-OA
and Frank Satko, BC-OAF

The Air Operations Division has formed a standardization (STAN) team, which is tasked with developing standards for various aspects of AUXAIR operations. The kinds of issues brought before the team are:

- Those of national interest / import
- Those involving safety of flight
- Those dealing with mandated procedures

The team is made up of selected members of the national aviation staff and representatives of the Coast Guard Air Training Center, Mobile, and the Chief Director's office.

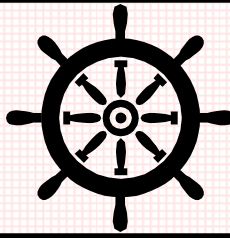
Issues may be brought to the STAN Team by members of the team, or from the district aviation officers. Among the first safety issues tackled by the team was an engine stop policy. This issue started at a district level when the D1 (SR) Aviation Board suggested a procedure in a message to the National staff.

Following team discussion, a standard policy was proposed that will require that: **"When Coast Guard missions are operated with an Auxiliary airplane, the pilot in command shall shut down the engine(s) whenever embarking or disembarking passengers or crewmembers, or any time a person leaves or enters the airplane cabin."**

There may be occasions where shutting down may seem to be inconvenient or may cause a bit more engine wear from an additional start. However, the risks of a person having a propeller strike vs. the rewards of more convenience or slightly reduced engine wear are not worthwhile when the consequences are considered. (They don't call them "blades" for nothing!)

Risk vs. Reward

This "Risk vs. Reward" way of thinking is central to another project of the STAN team: the AUXAIR Risk Assessment Matrix. The 2002 Commandant "Final



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Action Message" regarding the Auxiliary aviation accident in Florida directed the expansion of Auxiliary aviation policy to include an Auxiliary unique Risk Assessment Matrix.

The intent of this Matrix is to assist Air Station Commanding Officers and AUXAIR pilots and crews in risk management duties and responsibilities. It is intended to be a tool used to help all of the members of an AUXAIR crew focus their thinking on the risks and hazards of flight.

Those considerations include: planning, complexity of the mission, the capabilities and status of the crew members, environmental concerns such as daylight and weather, and communications issues. After consideration of these things (and

others) the crew can determine if the proposed mission offers low, medium or high risk, and how they may choose to deal with that risk. Should they choose to accept the mission, or choose another course to mitigate the risk by spreading it out, transferring some of it, reducing it or avoiding it altogether? This is a dynamic process, continued throughout the mission as circumstances change.

As aviators, we tend to be "Class A" personalities, goal driven, "can do" sort of people. Sometimes we need to be reminded that the correct choice is "not to do". Sometimes we need to step back and take a look at what we are about to do, and rethink things. The Risk

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Assessment Matrix is designed to prompt our thinking in this way.

Future Standards

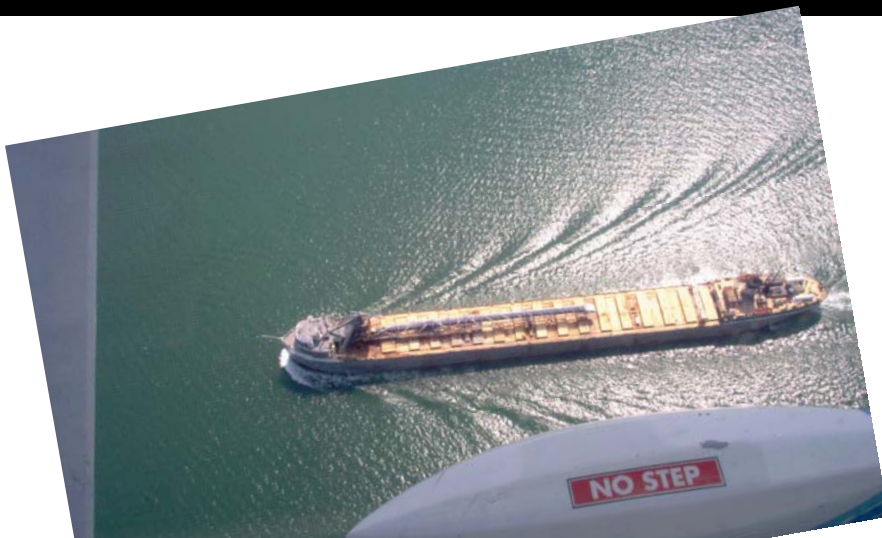
You will begin to see more things in the near future resulting from the STAN team efforts. Things like standardized training and evaluation syllabi for Instructor Pilots and Flight Examiners are right around the corner. These will be followed by syllabi for all other pilot qualification grades.

All of these things are part of our effort to ensure professionalism and safety in AUXAIR operations. Every pilot and crew member must take an active part in this. Remember, AUXAIR flight safety doesn't begin with the other guy. AUXAIR becomes safer when the air crew member looking back at us in the mirror chooses to be safer.

Each of us makes choices when we fly. We choose to fly in this weather or not, we choose to have certain standards or not, we choose to maintain our plane a certain way or not,. In order to be safer pilots, we need to focus our attention on the choices that we make, and how we make them.

Pilots, Aircrew and Observers all have a part to play in making AUXAIR safer. We all need to choose to be proficient and conservative aviators. We must all choose to work together to manage our exposure to the risks of flight.

We must all remember that safety isn't something accomplished solely by a checklist, or by a piece of equipment. Safety isn't something we do, or operate. Safety is an attitude, a way of thought, a culture. Safety is something that results from making the right choices. Remind the person in the mirror about that, won't you?



MDA Patrols



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