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GENESIS OF A MANUAL

This year has been marked by the appearance of a new Auxiliary Operations Policy Manual, which was officially released in April. This manual was completely re-written, with many program and regulatory changes instituted in a number of operational programs.

At this point we are at the verge of releasing another manual – the Auxiliary Aviation Training Manual. This manual has been eagerly sought after for the past 5 years or more, since the advent of major changes and growth in AUXAIR. Since we often get questions about when a particular manual will be available, or why it has taken so long to put out a document, I thought it might be interesting to trace the creation and development of a “Commandant Instruction” for the Auxiliary.

The original publication of a training text for aviation

operations came out in 1982, with Commandant Instruction M16798.5-1. This was a small-format book, of paper-back size containing about 85 pages of information. This text was updated in 1993, with the publication of M16798.5A, the Coast Guard Auxiliary Air Operations Training Text. The document was now large format (8-1/2x11 inches), and contained over 130 pages of text.

In 1999 and 2000, an update was planned for this manual and a version “B” was actually published in draft form; although it was never formally released or approved by the Auxiliary or the Coast Guard. The reason for the “hold” that was placed on the text was the rapid series of changes that had been mandated in the aviation program, which made the manual obsolete before it was ever released. These changes included new administration of the aviation program including development of the Auxiliary Aviation Board at the district level, the creation of the District Flight Safety Officer position along with Instructor Pilots and Flight Examiners, and a number of regulatory changes arising out of the findings of the Commandant’s Aviation Safety Board investigation. Some flight rules were also affected, especially with the “two-pilot rule”.

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This rule established a requirement for two pilots for every flight at night or in instrument flight conditions along with a number of other procedures and policies.

In February 2003, once these changes had more or less stabilized, I, in my role at the time as Branch Chief for Aviation Training (BC-OAT), began to write an updated training manual. This work continued for four months resulting in about 16 chapters of material. At the end of 2003 I was appointed to the DC-Od position and had to halt the work on the manual. Luckily, Tony Lockwood from D1(NR) stepped in as the new BC-OAT and picked up the work. Combining my chapters with new additions, he produced a draft of the work to date by April of 2004. At that time however, we realized that we had to put the project on hold, as we now were waiting for the publication of the new Operations Policy Manual.

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Tony Lockwood had to leave the national staff in 2004 due to the press of business however, we were fortunate to pick up two excellent contributors: Mike Belica as the BC-OAT and Steve Kokkins as his Branch Assistant (BA-OAT). Bob Shafer, the Division Chief for aviation (DVC-OA) and I tasked them and Byron Moe, our Branch Chief for Aviation Safety (BC-OAS), with reviewing and updating all the elements of the Training Text to date. This work was accomplished in parallel with the final development of the Auxiliary Operations Policy Manual, permitting us to track any changes from the Policy Manual into the Training Text draft. The preliminary work on all the chapters was completed in late February, 2005.

Also in February, the Office of the Chief Director (OAX) awarded the contract to publish the manual to EDO Corporation, and we began to work with them to finalize the various draft chapters. The team also decided at this time to modify the name of the publication to "Auxiliary Aviation Training Manual". On March 3, 2005, a Pre-

Concurrent Clearance version was delivered. Bob Shafer and I reviewed it along with our staff, and made further extensive edits. Also contributing to the editing and updating was Linda Nelson, our Department Chief, and LCDR Mike Staier from OCX.

The Concurrent Clearance process involves the delivery of the draft material to all the interested parties to the publication with a request for their comments and/or changes. In the case of this Aviation Training Manual, copies went to the Auxiliary Operations Department, the Coast Guard Aviation Department, Coast Guard Health and Safety and Coast Guard Legal, the Coast Guard Office of Boating Safety, and other areas with contributions to make in the area of Auxiliary aviation.

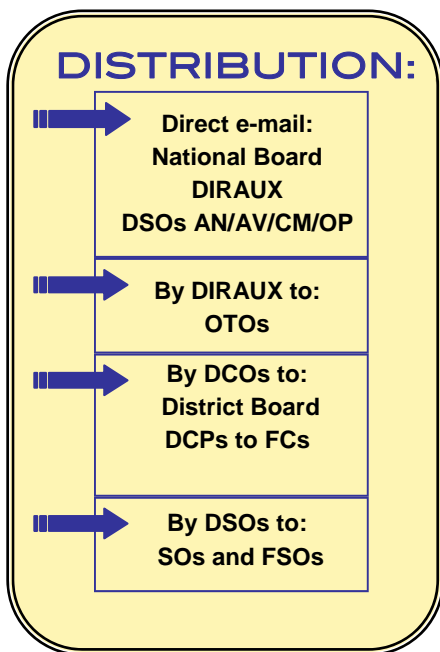
The Concurrent Clearance final version was delivered on May 7, and once again we made some rather extensive changes, combining several chapters into one, correcting some language, bringing terminology into conformance with the Operations Policy Manual and making it internally consistent, and generally attempting to meld the document into one coherent text. In addition, the comments that were received

back from other departments that had reviewed the Concurrent Clearance version were incorporated into the draft. This phase ended with the publication of the Sequential Clearance version of the Auxiliary Aviation Training Manual on June 14. The sequential clearance is the final version that is intended to move through the Headquarters chain to finally receive the Admiral's signature for general release.

As you may note, this can be a long process, but the result – in this case a completely revised and updated 268-page manual – is hopefully worth it. We expect the manual, COMDTINST M16798.5B, to be available in the July-August time frame, and to be a valuable resource for training and currency in Auxiliary aviation. Stay tuned, and let us know what you think of it once it becomes available.

David A Elliot DC-Od





CAUTIOUS CURIOSITY

Our Operations Policy Manual now includes a section detailing how Maritime Domain Awareness (MDA) “underscores all operational missions”. MDA is not a separate mission in itself; rather it is an integral part of virtually every mission performed by the Auxiliary. It is part and parcel of our increased vigilance in the marine environment.

Normally we rely on the Coast Guard, the FBI, the police and various Intelligence Agencies to uncover terrorism and stop it before any harm is done, but Auxiliarists can also play a major role in Maritime Security by being aware of

their surroundings, by acknowledging that they can make a real difference, and that real victories can be achieved by taking our role as the “eyes and ears” of the Coast Guard seriously.

The elements inherent in multi-mission patrols reflect this new thinking. Although we continue to be concerned about disabled vessels and recreational boating safety, we must simultaneously be aware of security conditions as we patrol. Why is that boat moored under a bridge, or near a fresh water treatment facility? Yes...they could be aground, or out of gas...but they could also represent a potential threat. Are we prepared to take the appropriate action? Do we know what that action is?

Are we cautious when conducting an on-scene assessment? One way to improve our readiness is to ensure that our crew is briefed on potential threats in our patrol area, and that we have the means onboard to make proper notifications and reports, such as a cell phone or a disposable camera. If the Coxswain reviews a security checklist of potential threats (including typical behaviors that may be suspicious) and contact information with the crew prior to getting

underway, we remove any doubt or hesitation that could occur if we are confronted with a situation that we have not seen before.

Our multi-mission approach must continue to stress safety of the crew, even while expanding our patrol vision to include potential threats. In many parts of the country, Auxiliary patrols share the waters with active duty Coast Guard and Naval shipping. We must be aware that these active duty vessels are also on heightened levels of alert. They too are expanding their awareness of threats and are increasingly sensitive to other vessels that may approach them without notice or any apparent good reason. There are some strict rules about approaching naval vessels that you need to keep in mind.

First, do not approach to within 100 yards of any Naval or Coast Guard vessel UNLESS you have contacted that vessel on Channel 16, and received permission to approach.

Second, you must operate at minimum speed within 500 yards of any Naval or Coast Guard vessel.

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**CAUTIOUS
CURIOSITY**

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These rules must be complied with for obvious reasons. Common sense dictates that we give all military vessels a wide berth so as to avoid the possibility of being suspected of being a hostile craft.

We must always keep in mind that we are not law enforcement officers and that we are neither trained nor authorized to confront any person or vessel. Even so, we can make a difference by being alert, observing suspicious behavior, and reporting what we see, hear, smell while on patrol.

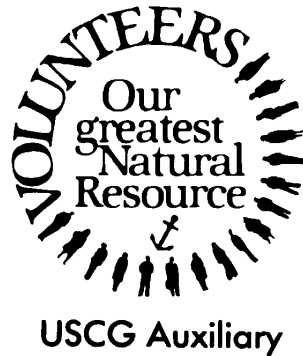
It is critical that we know who to contact when we suspect something is not quite right, and that we understand the absolute need to avoid any aggressive action. Our first duty is to our crew and our vessel. We are truly the "eyes and ears" of the Coast Guard.

We can and must record, document and report any suspicious behavior we become aware of while on patrol.



All of us who perform our missions on or near the water can make a difference; we can be that "force multiplier" for the Coast Guard - just by being "cautiously curious" about our environment and taking the appropriate action - within the bounds of our limitations and authority.

James M. Mc Carty BC-OEI



**HOT WEATHER
PATROL TIPS**

- Stay out of direct sun and wind when possible.
- Rotate watches to insure all crew members get relief from the sun, whether they feel it is necessary or not.
- Drink a full cup of water or juice every hour while on patrol & avoid caffeine based drinks like soda.
- Make certain your ODU or Working Blue is not too tight, to allow for air circulation and good perspiration.

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