

District Seven Auxiliary Aviation

Operations and Safety Newsletter



July – August 2014

District 7 DTRAIN 2014 Preview

Click Here to register → <http://www.exhibitservices.net/#!dtrain2014/c1kme>

Lee Bertman – Editor / ADSO-AVX / lbertyman@comcast.net
Ken Plessner – DSO-AV / kenplessner@windstream.net
Doug Armstrong – DFSO / doug@ratio.com



Introduction – DSO-AV

D7 AuxAir Team,

It's been a very productive summer so far. We have performed lots of missions with notable results. Now we are embarked on a major push to develop new capabilities to support our Coast Guard customers. All of you should be very proud of your accomplishments and look forward to new missions with expanded roles and capabilities.

The upcoming District Training Conference D-TRAIN on 18-21 September will be a kickoff of training with new iPad App tools and video/camera techniques. There will be many aviation activities on Saturday and Sunday, beginning with an open meeting of the District Aviation Board on Saturday morning featuring status briefs from the DSO-AV, DFSO, each AAC and the other ADSOs. It's the whole District Air Program, fully explained, in four hours.



Many of you are familiar with the Technology, Entertainment, Design (TED) conferences that have become so popular around the world. We'll be doing "TED for AuxAir" on Saturday afternoon, with Doug Armstrong and Lee Bertman coordinating a series of 20-30 minute segments. Topics will include an overview of exciting technology developments across the district including SAR patterns in ForeFlight and the ability to send images in near real time to Sector. We will cover a variety of topics such as getting your ribbon rack in order, interacting like the active duty, flying in to GTMO. Details follow on page 6.

Sunday morning will be a full aviation Workshop, minus the swim test and egress training. If you missed your own Air Station's Workshop, here's a chance to keep yourself from going REYR.

The District Aviation Board will complete its business on Sunday morning in a different room from the Workshop. Contrary to earlier drafts of the schedule, this Board session will be open to all.

The District Business Meeting on Friday afternoon and the Commodore's Banquet Friday night are not closed events so... come and learn about how we function as a District Auxiliary (and see who gets elected the next Commodore!) and enjoy the camaraderie of the banquet. If you don't have the fancy uniform, a suit and tie (or ladies' equivalent) will be just fine. Please make reservations in advance.

There have been two important personnel changes since the last newsletter: John Moore has assumed the AAC role at Air station Miami, and Ed Chappell the same for Air Station Savannah. More on that elsewhere in this issue.

One of the agenda items at the District Aviation Board meeting will be a report card on our success in the fulfillment of the Strategic Plan for 2013-14. More importantly, we will begin the conceptual framework for a Strategic Plan for 2015-16 including new missions and capabilities. Everyone's input in that process is welcome, either at D-TRAIN or privately by phone or e-mail. This is your program... contribute to making it better and better.

Looking forward to seeing everyone in Orlando in September. Details about registration are here: <http://www.uscga-district-7.org>. Meanwhile, fly well and fly safely. - Ken Plessner DSO-AV



Safety at NACON - DFSO

D7 AuxAir Team ,

I am writing this just back from three days of pre-NACON DFSO training in Orlando. Spending a few days at NACON really got us excited about the upcoming DTRAIN event in Orlando. We are planning some outstanding events so do not wait until the last minute. It is Sept 18-21st in Orlando. More details later in this newsletter

Click Here to register → <http://www.exhibitservices.net/#!dtrain2014/c1kme>

Back NACON: this was a great chance to hit some of the larger challenges facing AuxAir safety with our national team and several of our gold-side counter parts. We all came away agreeing that the forward leaning AuxAir units are facing new missions and with them new challenges. Many units are flying many different types of missions and the missions are significantly more complex than those being flown even five years ago. The gold side is asking for more capability and this means better crews, more technology and thus higher training standards and levels of proficiency.

The bottom line is there may be some changes in the works for AuxAir. The first is a renewed focus on mishap and incident tracking. Being proactive in assuring the safe outcome of the mission, brings everyone home safety. Compliance with the USCG Mishap Reporting Program is mandatory. That said, we are looking for more feedback so if something goes well or goes poorly, please send us an email.

A brief overview of the reporting program and our responsibilities under it follows. Everyone is strongly encourage to reach out to your AirSta ADFS0 or FSO if you have concerns or need to report a mishap of any kind.

District Flight Safety: Doug Armstrong – doug@ratio.com
AirSta Miami: Mike Klockowski - M.KLOCKOWSKI@socata.daher.com
AirSta Clear Water : Marc Miller - mcm3m@comcast.net
AirSta Savannah : TDB – Doug Armstrong
AirSta Borinquen : Doug Armstrong

A Mishap is any undesired event which results in or has the potential to result in:

- 1) Harm to people
- 2) Damage to property
- 3) Reduce production or mission capability.

Let's say an AuxAir member falls off the wing of an airplane and sprains their ankle and they are on crutches for a week. That is a mishap, so is walking into a turning prop or surviving a near mid-air collision. The USCG's mishap reporting system is designed to reinforce a safety culture, respond to, report on and investigate mishaps. There are five classifications of Mishaps, rather than get in to detail they are summarized below. Additional references are available at the end of this letter if you would like more information.

Class A: This is a major mishap: Someone dies, more than \$1,000,000 in damage results, a mid-air collision occurs or more than \$50K of USCG property is destroyed, abandoned or damaged. This must be reported immediately through the chain to





the OIA. The book says four hours; however the AirSta will want to hear from the crew before they hear about a Class A mishap from anywhere else, so be proactive.

Class B: This class is Class A-lite.

- 1) Permanent disability of a person
- 2) Damage is the \$200K-\$1MM range
- 3) Three or more in-patient (hospital) injuries.
- 4) Government vehicles (GV) with over 20K in damage.

Again immediate reporting to the OIA is required.

Class C: This class covers a wide area. If you are injured and on a restricted duty schedule for more than 30 days, you must report the event, as a Class C mishap. Other Class C Mishaps are:

- 5) The grounding, capsizing or rollover of a facility
- 6) Accidental person overboard
- 7) Damage to a GV in the \$5K-\$20K range.
- 8) Damage to vessels or aircraft from \$20K-\$200K

This time you have 14 days to submit your report on the incident.

Class D: For aviators this class is interesting because it specifically calls out Near Midair Collisions but other types of close calls are reportable. Events which had a high potential of damage must be reported within 21 days. These include:

- 9) Occupational injury or illness that requires more than simple first aid.
- 10) Damage to property of \$1K - \$20K
- 11) Things like electrical shock, fire or similar event.
- 12) Damage to a GV in the \$1K - \$4K range.

Class E: Is all about aviation; any damage to an aircraft engine regardless of cost including FOD damage must be reported.

The reporting responsibility falls to the "Person In Charge" which in the case of the AuxAir will usually mean the Aircraft Commander, the AirSta Flight Safety Officer, ADSO-AV or the ADFSO are the go to resources if you are in doubt on how to proceed.

Reporting of Class A/B incidents should not be delayed while locating the correct reporting resource. Contacting the AirSta Operations Center to make an initial report is a good fall back plan.

To the best of your ability remember that once immediate priorities are attended to, take pictures of the event, request statements from your crew and note important facts like you location, time of day, weather etc.

If you would like to know more (a lot more) about USCG Aviation Safety, see chapter 2 of COMDTINST 5100.47

Finally we would all like to hear about lessons learned or stories where missions were adjusted to assure a safe outcome. Please do not hesitate to reach out and let us know about your lessons learned.

Fly safe.

Doug Armstrong DFSO – District 7 AuxAir doug@ratio.com



Wilson Riggan National Aviation Chief, Doug Armstrong D7 DFSO, Ken Plesser D7 DSO-AV, Jenny Stack Aux National Aviation – Discussing AuxAir safety challenges at NACON.



Appointment of John Moore as Miami AAC

On July 2, 2014, John J. Samuelson (JJ) stepped down, concluding his five-year tenure as Miami AAC. On that date, John Moore assumed the duties of Miami AAC.

DSO—AV Ken Plessner welcomed John's appointment stating, "John brings superior leadership, dedication and organizational skills to a critically important position. We are committed to combining the resources of D7 Auxiliary Aviation across the four Air Stations, adding facilities, aviators and technological capabilities to best support the mission needs of each Coast Guard Sector."

The new AAC, John Moore, has been serving as ADFS for AirSta Savannah and had a key role in putting together and presenting the past Savannah Workshop. He has more than 30 years of experience as a pilot, is instrument rated and is a First Pilot. His Piper Cherokee 6 is coming on-line as a CG Auxiliary facility. He describes himself as a "weather geek" having found, and provided to Savannah Aviators, the benefit of some of the more obscure and powerful weather products available on the internet.

John states that his goal for Miami is to "embrace the great things that are going on there, looking to incorporate "best practices" in D7 Aviation, to support AirSta Miami as one of the busiest programs in the Air Auxiliary." John will "continue the great relationships established with the AirSta and Sector Key West and seek to expand those relationships emphasizing expanded Auxiliary support to Sectors Miami and Key West."

John earned his undergraduate degree in accounting from the University of Notre Dame in 1982. He worked as a CPA with Arthur Andersen and graduated from the University of Virginia Law School. He served in several Presidential appointed positions include Deputy Assistant Secretary for Housing Operations Office of Housing, Deputy Housing Commissioner for the Department of Housing and Urban Development.

He was a Founder and Managing Partner of Rossway, Moore and Swain and recently opened Law Offices of John E. Moore III. John is a frequent contributor to legal education having made presentations in more than 35 states and two Canadian Provinces.

John is active in Community organizations in Vero Beach, FL. He was appointed as a Trustee of the Indian River County Hospital District, appointed by then Gov. Jeb Bush. He is the recipient of numerous awards for this community service.

John is a pilot, scuba diver, sailor and golfer and holds a black belt in Karate. The Moore's have three children and one hyperactive dog.

We congratulate John on his appointment and offer him full support to address the challenges ahead.



John Moore – AAC AirSta MIA

Wilson Riggan, Division Chief Aviation, noted:

"[JJ] Congratulations on a job well done. I am sorry to see you go.... You have my respect and admiration for the years of hard work, dedication, and devotion to duty that you brought to our operation. We are indeed far better off for having had you as our AAC. We will forever be indebted to you for that."



TED Talks at DTRAIN

Many of our Aviators are familiar with TED, a global set of conferences available on the internet under the slogan “Ideas Worth Spreading.” Now an Auxiliary version of TED is coming to D-TRAIN under the joint sponsorship of DSO-AV Ken Plesser and DSFO Doug Armstrong.

The purpose of bringing Auxiliary TED to D-TRAIN is to make available best practices and new technology to D7 Auxiliary Aviation. We have developed a varied series of topics which include operational highlights, use of new technology and best practices. You can hear about what it takes to track your mission, fly to Guantanamo Bay under orders or even find out about a new ribbon you did not realize you were allowed to wear.

The pace of development of new technologies and equipment to general aviation is truly remarkable. These new cost-effective technologies and Apps create a first-ever opportunity to standardize technology and “avionics” for our Auxiliary Air Program. In the technology section of our TED series we will demonstrate many of these innovations. Some of which are proposed as standards at the upcoming Aviation Board. Let us know what you think about this list of 15-30 minute talks:

- ForeFlight Demo - offers Navigation, Weather Overlays, SAR Patterns and exportable “breadcrumbs” which document the missions in great detail. This information can be shared with Aux Aviators/Leadership, the AirSta and Sector(s) via an email KMT export which can be opened in a number of Tablet Apps and Microsoft and Apple based computers.
- Ribbon Rack Overview – Everyone loves them, and most will leave with more of them after this talk on USCG Aux ribbons.
- GPS Tracks HD Demo - is the best (so far) App which provides in-flight “breadcrumbs” and mission profiles which can be exported in a number of format including GPX and KMT. The GPX export permits access to GPS coordinates, GPS speed and altitude at any time in the mission. This facilitates matching the time stamp on the photo with the Lat/Long!
- The ez Share and Eye-Fi SD cards which permit the (almost) immediate transfer of photos from the camera to the larger iPad screen for more detailed review and in-flight transmission of images to Sector.
- Ever thought about a mission into GTMO, what to do when you get there. Fly a mission to GTMO in this 15 minute presentation.
- Bad Elf GPS which is an excellent GPS for those Aviators lacking a GPS capability on their iPad’s. It records the mission showing realtime Lat/Long with later export via KMT and GPX (see attachment).
- Gold Side Interaction – As a member of AuxAir you interact regularly with the gold side. Pick up a few tips on looking professional and avoiding common pitfalls.
- ADS-B In capability via a number of hardware units including Garmin GDL-39, Stratus, Levil, Dual, NavWorx and Sagetech. Note that only Garmin works with the Garmin Pilot App. The Stratus and others are more flexible. Access to weather information can be very helpful along with limited “traffic” warnings.
- Mission planning and tracking app – demo/development by Doug Armstrong to assess risk and inform the AirSta and Sector regarding mission profiles and plans.
- Best Mission Photos from D7 – see some great mission photos, hear about mission highlights and pick up some tips on photography and mission execution.
- EFJ Radio review – Get an update on new accessories, operating procedures and challenges including the new headset adapter developed by Ken Plesser and approved for manufacture by DIRAUX.
- Sharing photographs and mission profiles with Sector real-time and via HSIN (Homeland Security Information Network) — a work in progress.
- Creating a new AuxAir Unit – See what how the Auxiliary has been helping the Dominican Republic build their own AuxAir unit from ground up. Meet some of the folks and hear how they have overcome the many challenges.

This is your TED. We are open to suggested topics and look forward to active participation with our Aviators.



AirSta Miami All Hands Meeting August 10, 2014

In their first meeting with all the AirSta Miami Auxiliary aviators, new AAC John Moore and new AuxLO LT Ryan Lloyd jointly presented the Air Station's evolving vision for the AuxAir Miami.

The day began with a swim drill and egress training helping aviators meet the requirements in a much warmer pool than existed during Miami's February Workshop! This was followed by lunch at the Galley and a PowerPoint presentation in the Albatross Training Room.

Topics included:

- (1) New initiatives from CO CAPT Lutes and OPS CDR Huey with a particular emphasis on the implementation of the Auxiliary's primary role in responding to uncorrelated First Light searches;
- (2) modifying mission launch times to enhance availability for First Light searches and enhanced utility for migrant interdiction missions;
- (3) developing missions with Sector Miami;
- (4) expanding the familiarity of personnel with the procedures and operational aspects of the "Coastal Chug Route" which patrols the Keys;
- (5) integrating new facilities from northern locations including Vero Beach;
- (6) several new administrative procedures and assignments
- (7) an introduction to CIWS, a new Convective Weather Tool being rolled out at AirSta Miami.

During the meeting, Moore noted LT Lloyd's active support for AuxAir at AIRSTA Miami. A brand-new, first time father, LT Lloyd's energy and professionalism have helped to advance many aspects of new operating procedures and practices in a relatively short period of time.

Commandant ADM Paul F. Zukunft Policy Changes:

"To support Coast Guard operational, administrative and logistical requirements."

In other words "the Auxiliary is tasked with enabling the Coast Guard to successfully execute all its missions...." This is an expanded role which directly encourages Air operations. This support is critical to the CG in these times of budget austerity.

As a result of the meeting, the Miami scheduling process has been reset from monthly to bi-weekly. New "Open Orders" have been posted to solicit desired mission activity and Aviators have been encouraged to frequently consult AOMS from these opportunities.

The meeting concluded with Moore and Lloyd encouraging all members to offer input and suggestions toward expanding the success of the Miami Auxiliary operation.

The group of about 30 existing Aviators was joined by 5 members from Vero Beach. Vero Beach is at the northern boundary of the Miami AOR and the southern boundary of the Savannah AOR. And, because of range and duty time limitations, helicopters from Air Station Clearwater are often dispatched to search the coastal waters in the vicinity of Vero Beach. DSO-AV Ken Plesser noted, "We view all facilities and Auxiliary Aviators as being available to meet the needs of the Coast Guard throughout District 7. This aligns our view with that of our Gold Side counterparts and will contribute to operational efficiencies and responsiveness. Inclusion of Auxiliary Aviators from Vero Beach in the activities of Air Station Miami echoes this principle."



Changes in Leadership AirSta Savannah Air Auxiliary

“David Cristol, who has been the AAC in Savannah for the past two years advised me that his employer is transferring him to Singapore. After consultation with the the CO and XO of the AirSta I requested that the Commodore and Chief of Staff appoint Ed Chappell to become the new AAC. That appoint has been made effective immediately until December 21, 2014 at which time the newly-elected leadership will have the right to make their own staff appointments or continue the existing ones.” - Ken Plesser, DSO-AV.

Comments of appreciation included “Until our paths cross again, fair winds and following seas Dave....I’ll miss you buddy. BTW congrats on the new assignment.” from CDR Louie Parks, Executive Officer, Air Station Savannah.

From DSO-AV Ken Plesser “David will be sorely missed, and we wish him the very best in what should be an new excellent opportunity with his employer.”

“David you have done great things in SAV. I’ll look forward to staying in touch until our paths cross again!!!” from John Moore, AAC Miami.

From David Cristol “Thank you all for allowing me to serve, while I am excited by this work opportunity, I will miss working with everyone. This is just a few year’s rotation so I hope to be operational again when I return.”

Newly appointed AAC Ed Chappell is a retired airline pilot with 28,000 hours in all manner of aircraft including Fokker FK-28, DC9, B737, B757 and A330. He has flown in excess of 450 flight to Europe. Ed attended Fork Union Military Academy and Embry Riddle Aeronautical University. He has served as a flight instructor and check airman. Ed joined the Auxiliary in 2007 and is an Aircraft Commander.

Ed has served as AAAC—Operations a position which will be assumed by Randy Brennan, a CG Aircraft Commander with 2,500 hours and a Cherokee 6 which is a facility. Randy is an Attorney whose specialty includes Aviation Law including representation in FAA matters. He has been admitted to the Florida Bar and US District Court. Randy is a graduate of Stetson University with B.S. and J.D. degrees.





Lessons from the Field

Following a typical MOMs mission a crew is forced to deal with a landing gear issue. Their report to safety, including recommendations and lessons learned follows. These types of reports benefit the entire program so please when something good or bad happens – let us know so we can share it with the rest of the team.

The landing gear on my Piper Lance PA32 failed to normally lower on our return to [Home base] from a coastal chug patrol for Sector Key West. The experienced crew consisted of [name withheld] (PIC) and [name withheld] (Observer). Both of us have many years of flying experience and are current instrument pilots. Prior to our departure, we had reviewed our emergency procedures to include who would fly the aircraft in the event of an unusual situation and what actions the other would perform. The flight prior to the gear retraction issue was uneventful and included a landing and takeoff from Key West. The aircraft came out of an owner assisted annual on [a few weeks prior] and had flown approximately 40 hours this month. One thing that I found very helpful was that during the annual I personally was involved with swinging the gear to include manual extensions. It is a procedure that I choose not to do in the air so the familiarity gained during the annual was excellent.

We returned to home base about 1400 local. The weather and flight condition were excellent and we had no prior indication of a problem. Approximately 4 miles from traffic pattern entry we did the pre-landing checklist and when the gear handle was lowered none of the three green lights illuminated. The gear is hydraulic and operated by an electric gear motor. There was an indication on the ammeter that the gear motor was drawing normal current. When the condition was noticed, I returned the gear handle to the up position and advised the observer what was happening and told him that we were departing the airport area to decide on our next course of action- first priority is always to fly the airplane. We went a couple of miles off shore and I attempted the gear lowering again with the same unsuccessful result. [My Observer] then retrieved the emergency checklist which we followed and successfully lowered the gear manually and received a three green indication. We had an uneventful landing. The source of the problem has not yet been determined.

Interesting Take-aways from the crew

- Reviewing and hands on doing of the manual gear extension during the annual was very helpful
- This was a non-emergency event and was treated as such
- Fly the airplane- first priority always
- CRM- keep the crew involved before, during and after-my crew read the actions to me and confirmed what I was doing
- Have the appropriate checklists available and use them- discuss actions prior to acting if needed. Time was not an issue.



AOMS Notes of Interest – Getting Paid for Meals

It has come to our attention that AOMS is working differently with respect to meal reimbursement. USCG AuxAir crews are due meal reimbursement if they are operating under orders during specific times of the day. Each mission begins with 23A standby time, this is time when the AC is being pre-flighted, fueled and being readied for a mission. This is technically the start of the “duty day”. **D7 rules require that the crew be at the airplane. It is not appropriate to begin logging this time any earlier and the AuxLo/DIRAUX office reviews these times.**

At the end of the duty day, AOMS will calculate the meals eligible for reimbursement. If you are eligible to receive meal reimbursements, it may be necessary to check off the boxes for the appropriate meals. AOMS will not let you check the boxes if you do not qualify but they will not always automatically check them for you. As you can see on the order below only one member is checked for meal reimbursement. Be sure everyone who is eligible gets checked off before “completing” the AOMS submission.

itinerary		AuxData Unit : 070-16-01 CHRISTIANSTED		Other Reimbursable Expenses			
				Reason For Other			
er ID	Name	Position	Breakfast	Lunch	Dinner	Mid	
75	ADAM SHAPIRO	LEAD					Add Crew
83	DOUGLAS ARMSTRONG	NON LEAD					Crew History
38	CARLOS MATOS	NON LEAD	☒				Applied Crew
							Signature of OIA

☐ Breakfast ☐ Lunch
Signature of Claimant
Signature of Operator