

District Seven Auxiliary Aviation

Operations and Safety Newsletter



January - February 2015

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Introduction – DSO-AV

D7 AuxAir Team,

I am pleased to report that the Director has approved our Strategic Plan for 2015-16. Each of the AACs has it, and they should have forwarded to you. If you haven't read it, I urge you to do so. It is the blueprint for our program for the next two years. I plan to brief the Plan at each one of our upcoming Workshops.

Aside from the Plan, other positive news over the last few months includes the appointment of John Tyson as the Director's Administrative Assistant for Aviation (DAA-AV). John, as most of you know, is the immediate past District Commodore. In his new job, he will be the final approval authority for personnel and facility actions. On the "silver side," Ben Ostrovsky is in place for personnel and Mike Renuart is in place for facilities. With John representing the "gold side," I dare to say that the days of paperwork nightmares are very much behind us. There is a final instruction that lays out how paperwork processing will be done in the future. Please get a copy from your AAC if you haven't already, and discard any unsigned/undated drafts that you may possess.



The Director's policy is now to allow Auxiliarists in AP status to offer facilities for use. Of course, they can't be flown by the AP member until his/her security clearance processing is complete, but it will shorten the time between recruiting a pilot and having them mission-ready. I am hearing some chatter about a breakthrough in the security clearance backlog problem, too; nothing definite yet... maybe more info in the next newsletter.

This is all good news. It's beginning to seem as if, administratively, we have punched through the clouds and the turbulence into smooth air and a tailwind.

I look forward to seeing most of you in April. We have the Workshops in Savannah, Miami and Clearwater on sequential weekends, followed by the Change of Command for the District Commander in Miami on 1 May. The Borinquen Workshop, as you may have heard, was a victim of the DHS funding hiatus, and has been postponed until November.

Fly well and fly safely.

Ken Plessner

DSO-AV



2015 Safety - DFSO

D7 AuxAir Team ,

This is our first newsletter in 2015. Thanks to everyone for flying safe and productive missions in 2014!

So far, 2015 has been a busy year. We were able to get our first D7 Air Safety Survey launched in late January and the results have been pouring in, more on this shortly. We also held the first Flight Examiners Board (FEB) meeting in February at CGAS Miami, many thanks to CAPT Lutes , AUXLO Lt. Ryan Lloyd and the rest of the folks at the AirSta MIA for hosting D7 AuxAir. We were able to get a new TBO rule from CGHQ; this is very exciting and creates opportunity to carefully grow the program. The various units have also been busy, CLW has qualified some new pilots and aircraft, Miami has some new policies coming on line and BQN enjoyed some press on a couple of missions including a successful SAR details later in the newsletter.



The FEB meeting in MIA was chaired by Chuck Fischer, our new D7 Flight Standards Officer, attendance was excellent with over 14 AACs, flight examiners, DSOs and the DIRAUX in attendance. The two-day meeting attempted to address a long list of outstanding items, so many in fact that a second meeting is already scheduled in April to work on many items we were unable to address. One thing was clear from the meeting, the Air OPS policy is fragmented and difficult to understand. In future newsletters we will be selecting a topic from the manual and exploring it in some detail. For example, night currency requirements as stated in the manual are still being debated by the D7 FEB and the National Aviation team, so the planned discussion of those requirements will need to wait until the next edition.

The ADFSOs and I will be presenting the detailed findings of the AuxAir Safety Survey at each of the Workshops in April. I am pleased to report that the results were generally good and very similar across all four AirStas. This indicates that the AuxAir culture is strong and by-and-large we are in lock step with our gold side shipmates. As a unit, we can all take pride in the results. For those who have not taken the survey or need another link, please reach out to your ADFS0 or email me at doug@ratio.com. The survey links are good for one use, so you will not be able to use a link that has been used previously.

The new TBO ruling is very exciting. For those of us who fly several hundred hours a year to meet the mission demands of the AirSta, we may now be able to off load some of the flying to new crews. Personally, I am looking forward to getting down to about 150 hours a year of flight time on missions. With new crews and crews who have been out of the program for some time coming back on line, we need to keep an eye on standards and safety. The program and its missions have become considerably more demanding, and the continued safe execution of the mission is our highest priority.

Finally, thank you again for a safe 2014, to all who participated in the Survey and to all who have gone the extra mile to promote safe effective operations in District Seven!

Fly safe.

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



Auxiliary Aviation Leadership Team 2015-2016
Seventh U.S. Coast Guard District AuxAir

District Staff Officer – Aviation
Senior Member, District Aviation Board
Ken Plessner

District Flight Safety Officer
Doug Armstrong

Assistant District Staff Officer – Aviation Standards
Senior Member, Flight Examining Board
Chuck Fischer

Assistant District Staff Officer – Aviation Training
Lee Bertman

Assistant District Staff Officer – Aviation Management (Personnel)
Ben Ostrovsky

Assistant District Staff Officer – Aviation Management (Facilities)
Mike Renuart

Assistant District Staff Officer – Aviation Management (Material)
Jim Nelson

Assistant District Staff Officer – Aviation Technology
Ken Plessner (acting)

Assistant District Staff Officer – External Communications
Bob Fabich

Assistant District Staff Officer – AAC Savannah
Ed Chappell

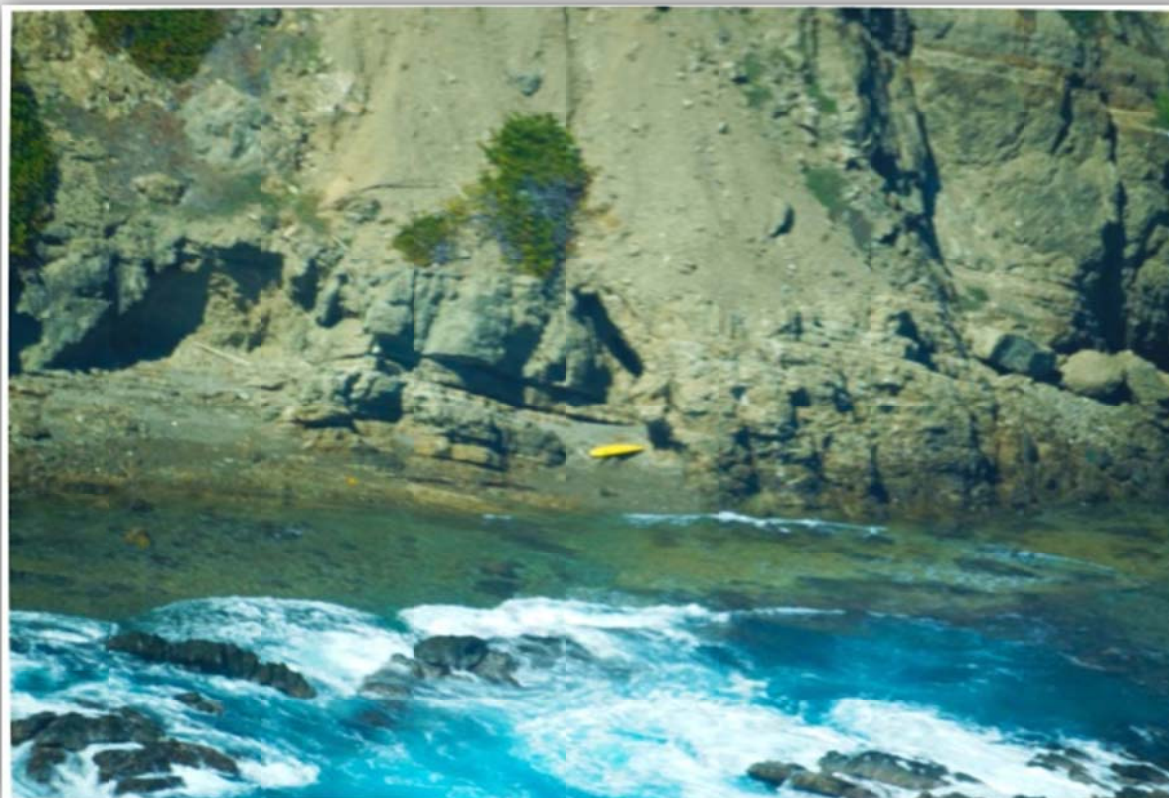
Assistant District Staff Officer – AAC Clearwater
Jon Nicholls

Assistant District Staff Officer – AAC Miami
John Moore

Assistant District Staff Officer – AAC Borinquen
Carlos Matos



AirSta Borinquen Silver and Gold Teams Save a Life



Desecheo Island – Yellow Paddle Board just visible on the shoreline.

Its early afternoon on the first of February near Aguadilla Puerto Rico, the home of AirSta BQN; a young couple rents a two paddle boards for some fun on the water.

Unbeknownst to the couple strong winds, a northerly swell and current are running strong, just off shore. At about 1300, the couple gets on the water and later swept out into the Mona Passage. The PR Police receive a call 36 hours later, that two persons are missing at 1900 the following day and the USCG gets involved at 2130 on 02 February.

Early the next morning Aircraft Commander / BQN AAC Carlos Matos and Air Crew member Jose “YoYo” Berrios flying early in the morning are assigned as the primary SAR asset. Departing from Isla Grande they proceed along the north coast of PR to the North West Mona Pass. After several hours of searching Sabre 76 begins, a search of Desecheo Island located about 15 miles west of PR. Moments later YoYo sees a person, later determined to be the missing Michael Vazquez standing on a cliff and then notices a paddleboard on the rocky beach.

“We truly appreciate your efforts and crew's eagle eye with our case with [originally] two missing paddle boarders. Your location of the one paddle boarder on Desecheo not only saved a life, but also gave us crucial information for our continued search efforts. Aux air continues to be an essential part of our operations team in the Sector San Juan AOR and we truly appreciate your efforts. Thank you for your continued service, and incredible job!” – Commander Heather Kelly, Response Chief – Sector San Juan.

The crew of Sabre 76 notifies Sector and the AirSta who immediately launch a MH-65. The 65 is just spooling up as AC Matos and YoYo taxi up in the Sabre. A half hour later the 65 returns to the AirSta, all hands move out on the ramp to welcome the survivor. Shaking hands with Mr Vazquez on the AirSta ramp, YoYo observes, “The opportunity to shake his hand made me aware of the importance of AuxAir's mission, and the incredible value of teamwork.”



Sheily Roque, 30, Mr Vazquez's paddle boarding partner was never found.

Mr Berrios who is relatively new to the USCG AuxAir program is a highly accomplished mariner and decorated Auxiliarist. Some will recall that last fall "YoYo" was instrumental in locating a overdue sailing vessel. After several hours of searching, he contacted the local marina in Florida, and got additional details on the vessel and its captain. Using this information, the weather and his in depth knowledge of sailing, YoYo developed a new search box. Getting approval from Sector San Juan he and Aircraft Commander Carlos Matos executed the new pattern and almost immediately located the missing vessel. This effort stood down a departing C130 from AirSta CLW and saved the tax payers over \$100,000.

Additional information on the rescued paddle board SAR can be found at: <http://coastguardnews.com/coast-guard-auxiliary-pilot-locates-missing-paddle-boarder-stranded-on-desecheo-island>

"I just wanted to thank you for all that you do. We were talking yesterday in the CC about how awesome you guys have been doing. It was pretty exciting when we heard you spotted that paddle boarder in Desecheo. A Casa pilot yesterday mentioned how great the AUX is doing. People see your hard work and its greatly appreciated. I just wanted to say BZ sir! I hope you have a great day and I look forward to flying with you in the future!"

-OS2 Nicolina Converso, CUC/SUC at Sector San Juan's Command Center to the Aux Crew via Email.



Survivor located in the shade of a large cactus near the shore line.



Meet Chuck Fischer– D7's Flight Standards Officer ADSO-AVS

Mr Fischer has been flying for AirSta Borinquen since 2009, accumulating over 1500 airborne mission hours in over 500 missions for the D7 AuxAir program. He is a two-time winner of the Pervis Fuller award. He is the first AuxAir member to land at GTMO under orders. Mr. Fischer participated in the location and seizure of over 50 Million dollars in contraband (including the largest anti-narcotics operation in AuxAir history), and has participated in over five migrant interdictions.

Since his enrollment in the Auxiliary, Mr. Fischer has accumulated over 6,000 hours of 7029 member activity which includes time spent on various duties associated with the operations of AuxAir BQN and support of district and national initiatives including work on the AuxAir Safety policies, TBO policy and SAMA initiatives. He was the AAC for AuxAir BQN for 4 years before moving on to ADSO Standards position. While he was the AAC the mission hours increased over 250% from 391 in 2010 to 976 in 2014.

For his work building up the AuxAir BQN unit, Mr. Fischer has received the Meritorious Service Medal, for his patrol accomplishments Mr. Fischer has been awarded (6) Medals of Operational Merit. Commandant Papp personally recognized Mr. Fischer as a "Good Shipmate" during an all hands meeting at the AirSta.

Chuck was born in Cuero, Texas, and has held a Private Pilot license for 50 years. He has over 8000 hours as Pilot in Command and holds multi-engine and instrument ratings. His father served in the U.S. Coast Guard flying Martin PBM Mariners overseas at the end of World War II.

While working towards his Master of Science degree from the University of Wisconsin in 1973, Mr. Fischer carried out his fieldwork in Alberta, Canada. After



Chuck discusses the DR AuxAir Program with CAPT Juan Carlos from DomRep Aux and Sector San Juan CO CAPT Drew Pearson. - 2013

receiving his M.Sc., he accepted a position with an Alberta-based environmental company, married a Canadian, started his own business and started a family. After residing in Canada for many years, his company purchased a business in the Turks and Caicos Islands in the Caribbean, and he moved there for three years with his wife and youngest daughter. Thereafter, he moved to Oklahoma City to serve as Chief Financial Officer for an oil and gas company that he is a partner in. He retired from that company in 2007 and moved to St. Croix after purchasing The Palms at Pelican Cove.

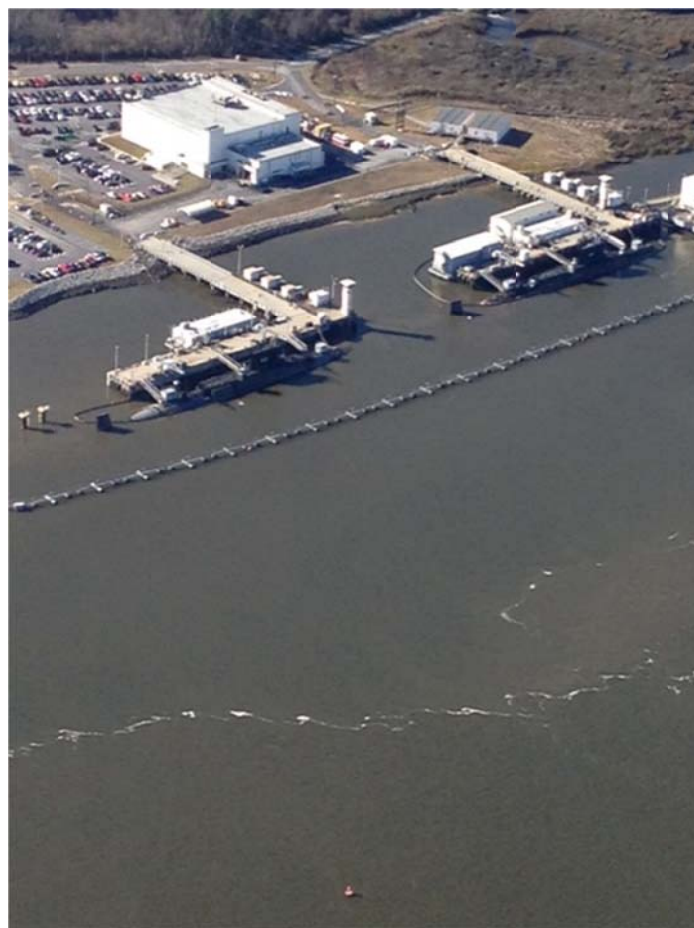


Returning to AuxAir after almost 5 years – David Lincoln ADFSO CGAS SVN

After a 5-year stand down due to the old TBO issue, I'm happy to have returned to active Auxiliary flying serving Coast Guard Air Station Savannah. I had some great people backing me up in resolving the paperwork issues that I was experiencing. Preparations started at least a year in advance reviewing the various training manuals, the E.F. Johnson radio manual, handouts, notes, sectional charts, iPad programming, and finally making calls and sending emails to current pilots in the AOR to review current procedures & best practices. Flight preparations were also important, especially knowing how to perform search patterns. Personally, I try to fly my facility once/week for at least 1 hour, as recommended by Lycoming. I'd take that opportunity to practice GPS approaches, ILS approaches, and perform at least 1 practice search pattern. Knowing exactly which buttons to push during a SAR is critically important to setting up a search pattern. I'm also working on a quick reference sheet for the Air Crew & Observers, so they can program the GPS rather quickly, as well as program the other equipment in the aircraft. Since every facility is different, it makes programming and familiarity a challenge for most Air Crew & Observers.

Reflecting on the first two MOM patrols after 5 years, I would say everything went reasonably well. The first flight was a logistics flight from Greenville, NC to Myrtle Beach to pick up my Air Crew. Due to time requirements of flight planning, calling flight service, filing flight plans, faxing or emailing flight plans to the station, I tend to allocate just enough time for each item. This turned out to be a negative on my third flight, which happened to be a logistics mission to Hunter AAF for a meeting, because my hangar door would not open in the morning due to a popped circuit breaker. I immediately called the pilot I was supposed to pick up in Myrtle Beach to advise him I was having difficulty and to plan for "plan B" in the event I couldn't get the door open. I had not allocated any extra time for this in my planning, but I was able to remedy the issue after 30 minutes after finding a county employee to open the locked maintenance room to access the circuit breaker panel. Plan B was for the pilot to prepare his own facility to fly down to the meeting without me from Myrtle Beach.

Getting back to the first two missions. What went right, went wrong, and how to improve. After departing, we tried to open our guard with the E.F. Johnson radio in the Myrtle Beach area using CH118. There was no response. We then switched to a non-encrypted channel and received a response immediately. My mistake was not trying Channel CH127. On the way home that day after the mission, I tried CH127, and Sector CHS answered immediately. I had asked why they were not using CH118, and they advised they were not using that channel for AuxAir that day. So for the future, I'll ask what channel they are using when I call before takeoff, and if they don't answer on one frequency, I'll try the other.





The 2nd issue was that I couldn't reach FSS after takeoff to open up my VFR flight plan. I tried every frequency with no results. We were just too low apparently. I eventually was able to reach them, but it was not desirable to open a flight plan that long after departure in the event we had issues. On the following day, after my run-up with the parking brake set, and in a low workload time, I used my cell phone and called FSS to activate the VFR flight plan. I advised them to open the flight plan after 5 minutes. Some people tell me that you can just ask the tower to open it up for you, however this type of advice is not recommended. This is not the tower's responsibility, and they are not required to make the call. I once asked tower to open up my VFR flight plan back when I was a student pilot, and it never got opened. From now on, before takeoff in a low workload environment, with the parking brake set, I'll use my cell phone and call FSS. This will allow me concentrate on flying the aircraft, looking outside, and having one less thing to worry about while in the air. Just don't forget to close it.

During those first two missions, I was lucky to have flown with two outstanding Air Crew/Observers. Although we were not called for a SAR, I feel confident we would have been ready and able to assist with whatever we were tasked with. Safety & good communications between all parties is always #1, so for the next mission I'll build more time into my plan in the event of an unforeseen event, such as the hangar issue I had. With time constraints, I felt like I had to rush to make my planned departure time. With rushing brings the possibility of omission. It certainly feels a lot better to have an extra 20-30 minutes at the airport.

David Lincoln





Meet Dr. Adam Shaprio - AirSta BQN's New Assistant Flight Safety Officer (ADFSO)

I am delighted and honored to serve as the new Assistant District Flight Safety Officer for District 7, Air Station Borinquen. As a member of the US Coast Guard Auxiliary over the past five years and as an Aircraft Commander, I have gained some insights into the Auxiliary Aviation's excellent safety program.

My interest in aviation goes back many years; my first flight lesson was 40 years ago. Since then, I have attained Commercial Multi-Engine Land and Single Engine Sea Plane ratings and I am currently working on my ATP certificate.

Air Safety has always been my passion. I am an FAA

Designated Senior Aviation Medical Examiner and am also an appointed member of the Caribbean Aviation Safety Board. When I'm not flying, I run a busy medical and surgical practice and am the medical director of a fully accredited sleep center in the US Virgin Islands. Being board certified in both Otolaryngology and Sleep Medicine, I have the ability to manage many medical conditions that may plague pilots and aircrew.

Scuba diving is also a passion of mine. This has led me to become Hyperbaric Medicine Certified and a Divers Alert Network Referral Physician. I am currently pursuing a Masters in Aeronautical Science from Embry Riddle Aeronautical University with a concentration in both Human Factors and Space Studies. I am also a subject matter expert consultant on aerospace fatigue and sleep issues. I look forward to working to help promote and enhance the safety of the Coast Guard Auxiliary.

Adam M. Shapiro, M.D., F.A.C.S., F.A.R.S.

Assistant District Flight Safety Officer – AirSta BQN AuxAir



Aircraft Commander Shapiro departing CGAS BQN - 2014



Dinner with VADM and Vice-Commandant Sally Brice-O'Hara (USCG Retired)

On Thursday, February 19th, the Treasure Coast, Florida Council of the Navy League hosted Vice Admiral and former Vice Commandant of the Coast Guard, Sally Brice-O'Hara as its featured speaker in its monthly dinner lecture series, chaired by Council President John Beckert.

VADM Brice-O'Hara has the distinction of being the highest-ranking women in the Coast Guard, having commenced her career at a time where duties assigned to women were seriously circumscribed. She was joined by Rear Admiral William A. Jenkins, USCG Retired who at the age of 92 is perfectly capable of holding his own. Also present were four veterans of World War II including a former sailor, Leo Tremblay who was on the aircraft carrier, the USS Saratoga, which sustained serious damage due to Kamikaze attacks during the battle for Iwo Jima. Numerous veterans of the Navy, Marines, Merchant Marine and Army also were in attendance.



L to R VADM Brice O'Hara, Flotilla Commander Tommy Augustsson, CWO4 Randy Ryan

The Coast Guard contingent included CWO4 Randy Ryan, Commanding Officer Station Ft. Pierce, Tommy Augustsson, Flotilla Commander 5-6 and Aircraft Commander, Dave Caswell, First Pilot, Ricard Martucci an Auxiliarist and Master in the Merchant Marine, and Lee Bertman, Aircraft Commander and a member of the Navy League Treasure Coast Board, Council 334. VADM Brice-O'Hara recognized CWO Ryan who served under her command when Ryan was a new recruit in the Coast Guard.



Left: Leo Tremblay, survivor of kamikaze attack on USS Saratoga off Iwo Jima

VADM Brice-O'Hara expressed delight in finally meeting the legendary ADM Jenkins and they engaged in lively conversation during the course of dinner. VADM Brice-O'Hara's presentation was an informal overview of Coast Guard responsibilities and operations ranging from the Arctic to law enforcement in the Caribbean. Arctic operations were of special interest to those of us in warm weather District 7, as she emphasized the need for more funding for ice breakers as surface ice retreats in the Arctic region, and commerce and natural resource exploration and exploitation become increasingly important.



We were intrigued to learn about the North Pacific Coast Guard Agencies Forum, formed in 2000, which includes Coast Guard Services from the US, Canada, Russia, China, Japan and South Korea dealing with Search and Rescue, illegal migration, drug trafficking, maritime security and manages a web-based information exchange system — unexpected cooperation from these competitive armed forces.

According to the VADM, Chinese ship riders serve aboard USCG Cutters to assist in its law enforcement duties. She cited a specific example where an illegal long net fishing vessel, with nets up to 50 miles long, was detained. It turned out to be Chinese crewed. The Chinese ship riders assisted in communicating with the crew and assessing who would prosecute the offenders.. The vessel and crew were subsequently turned over to the Chinese Coast Guard, which deals harshly with illegal long net fishing.

Of special interest to AirSta Borinquen Aviators and Puerto Rican and Virgin Islands Auxiliary members, is ADM Jenkins' service as the Coast Guard Air Detachment in San Juan, later assuming the post of Commander, Antilles Section, Captain of the Port at San Juan as well as Search and Rescue Coordinator. ADM Jenkins reminisced about flying the USCG Grumman Albatross amphibian in Caribbean waters (in seas not exceeding 4-5 feet).

The evening proved remarkable evidence of the proud service of many veterans and the inspiring story of two Admirals who served at different times, but had a common affinity found with all Coast Guard personnel, active duty, reserve, auxiliary and civilian — all members of the Coast Guard Family.



Lee Bertman and VADM Sally Brice-O'Hara

Highlights of Vice Admiral Sally Brice-O'Hara's career.

- Graduated Goucher College, Commissioned in the Coast Guard through Office Candidate School, MA in Public Administration from Harvard University named Littauer Fellow, and an MS in National Security Strategy from the National War College.
- Assumed duties as Vice Commandant May 24, 2010 as second in command and Chief Operating Officer changed with executing the Commandant's strategic intent, managing internal organization governance and Component Acquisition Executive.
- Flag Officer duties include Deputy Commandant for Operations, Commander of the Fourteenth Coast Guard District, Deputy Commander East Asia Pacific Engagement, Director of Reserve and Training and Commander of the Fifth Coast Guard District and Director of Personnel Management.
- Other duties included Commander of the Coast Guard recruit training program, Cape May, Deputy Commander of Actives — Baltimore and Alternate Captain of the Port, Assistant Director of Admissions, USCG Academy.
- Awards include Distinguished Service Medal, five Legions of Merit, Meritorious Service Medal, six Coast Guard Commendation Medals, a Coast Guard Achievement Medal and the Commandant's Letter of Commendation.



Highlight of ADM Jenkins' career

- Graduated USCG Academy with a BS in Engineering December 19, 1941 (twelve days after the Pearl Harbor attack).
- In charge of patrol boats on convey duty and submarine hunting out of Sandy Hook, NJ.
- Graduate from flight training and received gold wings January 1944 subsequently assigned to CG AirSta San Francisco for SAR duties.
- Assigned to AirSta Brooklyn then duty with CG detachment in Argentina as Executive and Operations Officer including international ice patrol.
- Personal Aide and pilot to the Commandant. Executive Officer Barber Point.
- Senior roles at the CG Academy then Command CG Air Detachment San Juan. Then Commander Greater Antilles Section.
- Graduated National War College in 1965. Chief of Law Enforcement Division.
- Appointed as two star Admiral to command the Ninth CG District.
- Chief of CG Operations.
- Superintendent of USCG Academy at the same time when former Commandant Robert J. Papp was a cadet. ADM Jenkins attended a Navy League event last year greeting the Commandant as he spoke at the dinner lecture.
- In 1977 ADM Jenkins retired after 36 years of distinguished service.



ADM Jenkins at 92 fully of energy and enthusiasm.



Albatross over Puerto Rico, similar to the one flown by ADM Jenkins at while he was stationed in PR.



Aviation Safety: Flying when Fatigued or Sleepy.

The human body is a high performance machine not unlike a sports car or aircraft. It requires fuel and periodic maintenance. Unlike, these man made devices, aircraft and cars do not require rest.

It used to be thought that sleep was a necessary barrier to proceed to the next day. We now understand that sleep is ever so important to our bodies. Damage done to the body is repaired during sleep. Memory and learning is consolidated during sleep. Energy production is also created during sleep.

Adults require between 7 and 9 hours to function properly. The quality of sleep is also extremely important. Sleep disturbances can interfere with entering the deeper stages of sleep; seven hours of poor quality sleep may be equivalent to only 3 or 4 hours of good sleep. One major concern is that 85-90% of the adult population who suffer from sleep problems is unaware of having a sleep problem.

Inadequate rest or sleep will not only create a sense of fatigue, but also can lead to problems with memory, attention and concentration. All essential for piloting an aircraft safely. Studies have been performed to show that sleep deprivation has an equivalent impairment to moderate alcohol use. We are all familiar with the "8 hour bottle to throttle rule"; we should also be cognizant of the 8 hour sleep to throttle rule.

Much has recently been publicized about the FAA's proposed mandatory testing for obstructive sleep apnea. Sleep apnea occurs when the airway closes during sleep due to an anatomical blockage. It is most common in men over 50 who are overweight. It is readily identifiable and treatable non-invasively. Selective sleep screening is a reasonable precaution to employ to help ensure safe flight. It will not only help prevent pilot error, but also help avert further medical problems and sequelae.



Aircraft Commander Adam Shapiro M.D.,
F.A.C.S – wears his "other" uniform when not in
service the USCG.

Adam M. Shapiro, M.D., F.A.C.S
ADFOS, District 7, Air Station Borinquen.



Help Wanted: Web Development Team

For all members of AuxAir 7, spouses, flotilla-mates and friends... during 2015, we will be making a major push to update and modernize the web presence of AuxAir. We need a web design team that can help to make it happen. There is no need to write any of the content... that will be done by others. What we need is some group that can all work together to organize the content into a sequence of web pages. These pages will be accessed (among other ways) by going to the District 7 web site, then Directorates, then Aviation, then to the site that needs to be upgraded from what it is.

If you aren't interested (or can't do it)... maybe you know someone who is (or can).

Pay for the effort is the usual Auxiliary compensation: much appreciation, pride of authorship, a medal or two and (in this case) an airplane ride.

Anyone interested please contact me.

Ken Plessner
DSO-AV
kenplessner@windstream.net



ForeFlight the Preferred App for Search and Rescue GPS Tracks App to Provide “Breadcrumbs”

The active duty Coast Guard is able to standardize SAR Plans with on-board avionics, which computes and draws the course, permitting the aircrew to follow the course flying manually or coupled to the autopilot. This assures that the aircraft will follow the prescribed SAR Plan guaranteeing proper coverage and deconfliction (assuming the SAR Plan has been properly formulated).

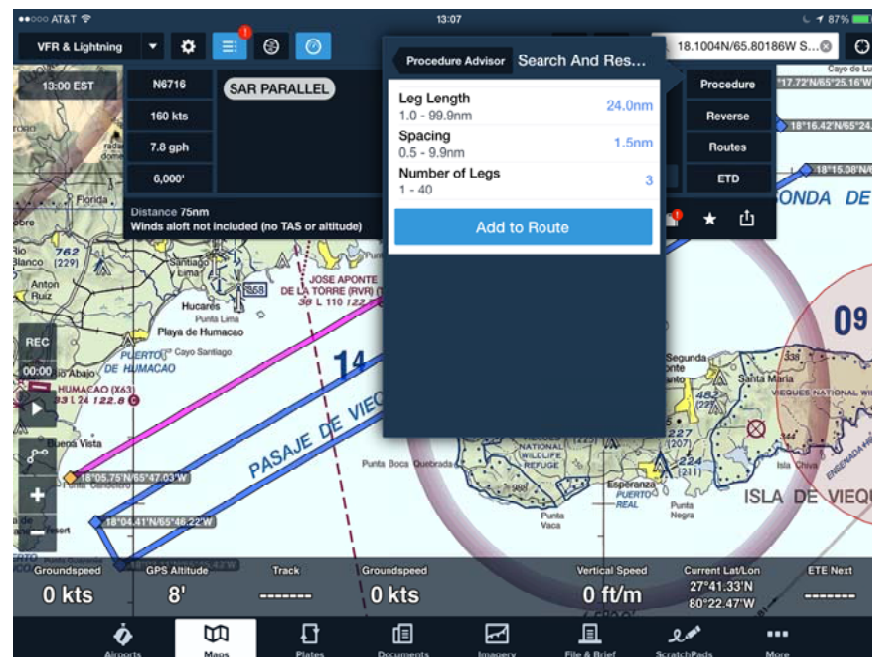
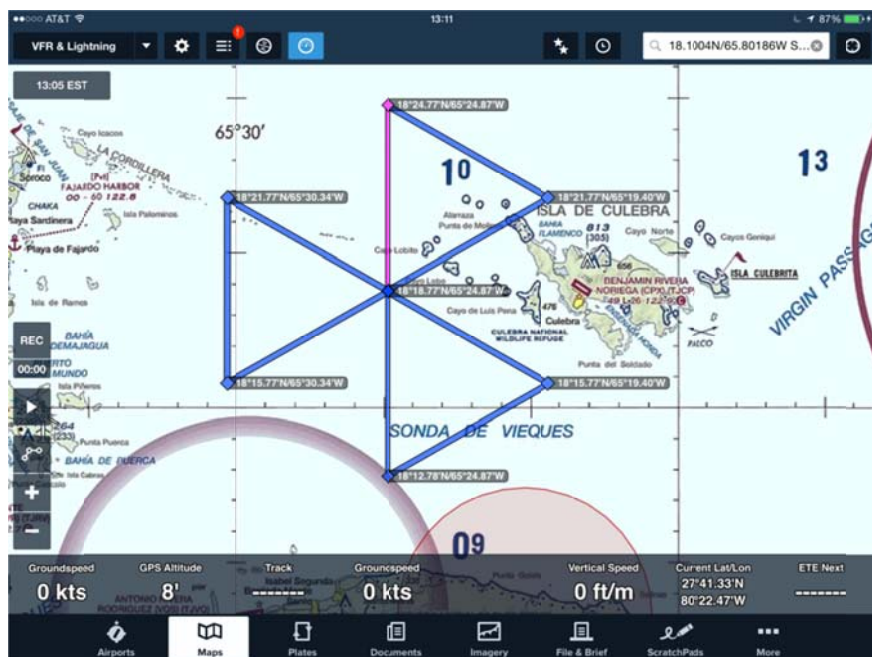
No such luck for the Air Auxiliary. Nothing about our aircraft and on-board avionics is standardized leading to challenges in training, with the likelihood that mistakes will be made — especially when the SAR Plan is assigned while airborne.

The revolution in Tablet navigation has given D7 AuxAir an important tool for standardization of navigation especially including generating, flying and recording the execution of SAR patterns.

The ForeFlight App is available with VFR and IFR capabilities although only VFR is needed for flying SAR patterns. ForeFlight is limited to Apple devices including the iPhone and tablets such as the iPad and iPad mini.

The App is easy to use but practice is essential. Recurrent training is necessary — it is all too easy to get confused in the cockpit while under pressure. This is a crew task. The pilot flying the aircraft should not be manipulating the iPad unless relieved by a capable CG Aux pilot in the right seat (two pilots on-board, with access to the controls, is required when flying for AirSta Miami, a good practice when flying for the other three Air Stations). So become thoroughly familiar with the App, using it on at least a monthly basis, and do a review before each mission. Aircrew and observers need to know the basics so that they can manipulate the App. Training will be offered at Workshops, but it is up to the pilots and Aircrew to assure the basic competency of their crews.

Please see the attached SAR Plan calling for a parallel search. What needs to be inputted is the



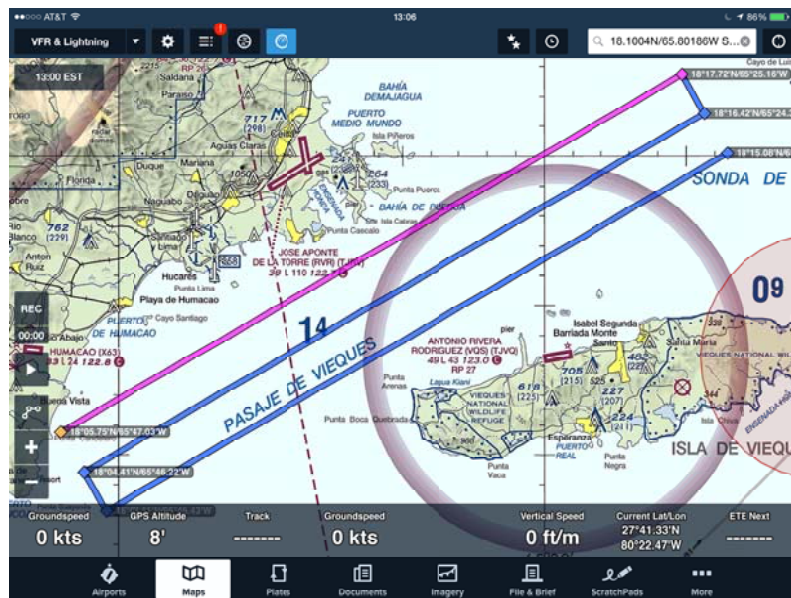
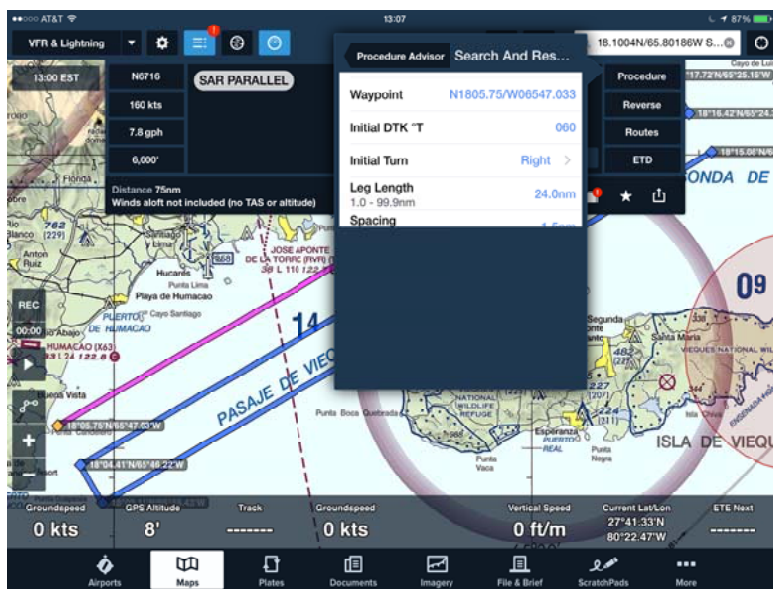


CSP 18-05.750N/065-47.033W. This is entered as N1805.75/W06547.033. Select "Procedure" then Search and Rescue. On the drop down menu select the Parallel Pattern. The Waypoint is the CSP N1805.75/W06547.033. The plan calls for a Right Turn, an initial heading of 060°T (note this must be True not Magnetic) a Track Spacing of 1.5 nm and a track length of 24 nm. Enter the data and ForeFlight will draw the search pattern (see attached). Then fly along the lines drawn and your ready to go. (Note that the search area width includes 1.5 nm of track spacing so don't use 25.5 nm). A creeping line search is handled in the same manner, with the same sequence of inputs.

A Sector search is straightforward. I have used Corner Point #1 as the Datum which is entered as N1818.774/W06524.867. Then select Sector Search in the pull down menu and enter N1817.774/W06524.867 as the Datum. I have selected a north track of 360°T with an initial right turn. Then a leg length of 6 nm and Enter. The search pattern is created and ready to fly. Note that if you want to fly the pattern again you can select the initial track at 030°T and so on.

Several aviators have requested "breadcrumbs" so that they can see where they have been, and what they have done. The App does have a "Record" feature. First turn on "Record." When done hit "Stop." In the App go to "More" and then "Track logs." Select your track log and elect "View on ForeFlight.com" at the bottom of the page. Your track log will be exported to the website and displayed on a map. In the lower right hand corner there is a button to export the data. Most computers will display the route. But if you have the GPX Tracks App on your iPad or computer, you will get a complete display which you can export via email. Obviously, this Record feature is not very useful while airborne since it requires access to the internet and does not display your "breadcrumbs" as you fly. It is only useful as an end of mission tool. (Note that once you start recording in ForeFlight, it will continue recording until you hit the Stop button or stop the App from functioning).

GPX Tracks, another useful App, does provide 'breadcrumbs' as you fly and records time, position, heading, GPS groundspeed and GPS derived altitude. Both of these Apps can run at the same time, without interfering with each other. This is an ideal solution for situational awareness, following the correct search pattern, and knowing where (and when) you have been. The results can be exported to anyone with a computer, but sending this information to the GPS Tracks App will provide the most complete information. Combining ForeFlight and GPS Tracks in the same mission is both feasible and desirable. Both Apps can (and should) be used concurrently in the same mission. Be sure to end recording of both Apps on the conclusion of the mission.





An important note: If assigned a SAR while airborne ask for the information in the same sequence, as you need to input into the App. You don't need extraneous information such as the Four Points. However, the cross-checking the Four Points can be very helpful in confirming that your CSP has been properly entered.

These tools will be demonstrated at each of the four workshops. Please bring your iPads. Download a demo version of ForeFlight just before the Workshop if you are not a current subscriber. Also, let me suggest that you download GPS Tracks. It's not very expensive. It is also available on the Mac should you want to export the GPX tracks to your home computer.

PARALLEL SEARCH

NAME : B-1-AUX-VISUAL
CENTER : 18-11.100N 065-35.700W
SEARCH AREA LENGTH : 25.50 NM
SEARCH AREA WIDTH : 3.00 NM
MAJOR AXIS : 060 T / 073 M
MINOR AXIS : 150 T / 163 M
CORNER PT #1 : 18-18.774N 065-24.867W
CORNER PT #2 : 18-16.176N 065-23.288W
CORNER PT #3 : 18-03.426N 065-46.533W
CORNER PT #4 : 18-06.024N 065-48.112W
CSP : 18-05.750N 065-47.033W
FIRST LEG DIRECTION: 060 T / 073 M
LEG LENGTH : 24.00 NM
FIRST TURN : RIGHT
CREEP DIRECTION : 150 T / 163 M
TRACK SPACING : 1.50 NM
MAG VARIATION : 13 W
MAGVAR CALCED : YES



One Last New Development in 2014/2015

One final source of great pride for D7 AuxAir is the new Challenge Coin. After months of work you may see one of these, they are very nice but quite rare.



For those who are not familiar with the origins of the Challenge Coin, the following was lifted from Wikipedia and is an excellent reference. http://en.wikipedia.org/wiki/Challenge_coin

A Brief History

The Roman Empire rewarded soldiers by presenting them with coins to recognize their achievements.^[2]

According to the most common story, challenge coins originated during World War I. American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy scions attending colleges such as Yale and Harvard who quit in mid-term to join the war.

In one squadron, a wealthy lieutenant ordered medallions struck in solid bronze and presented them to his unit. One young pilot placed the medallion in a small leather pouch that he wore about his neck. Shortly after acquiring the medallion, the pilots' aircraft was severely damaged by ground fire. He was forced to land behind enemy lines and was immediately captured by a German patrol. In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he escaped. However, he was without personal identification. He succeeded in avoiding German patrols by donning civilian attire and reached the front lines. With great difficulty, he crossed no-man's land. Eventually, he stumbled onto a French outpost. Unfortunately, saboteurs had plagued the French in the sector. They sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his would-be executioners and one of his French captors recognized the squadron insignia on the medallion. They delayed his execution long enough for him to confirm his identity. Instead of shooting him they gave him a bottle of wine.

Making the Challenge

The tradition of a challenge is the most common way to ensure that members are carrying their unit's coin. The rules of a challenge are not always formalized for a unit, and may vary between organizations. The challenge only applies to those members that have been given a coin formally by their unit. This may lead to some controversy when challenges



are initiated between members of different organizations and is not recommended. The tradition of the coin challenge is meant to be a source of morale in a unit, and forcing the challenge can cause a reverse effect. The act of challenging is called a "Coin Check" and is usually loudly announced.

The challenge, which can be made at any time, begins with the challenger drawing his/her coin, and slapping or placing the coin on the table or bar. In noisy environments, continuously rapping the challenge coin on a surface may initiate the challenge. (Accidentally dropping a challenge coin is considered to be a deliberate challenge to all present.) Everyone being challenged must immediately produce the coin for their organization and anyone failing to do so must buy a round of drinks for the challenger and everyone else who has their challenge coin. However, should everyone challenged be able to produce their coin, the challenger must buy a round of drinks for the group.