



AUXAIR District 7

United States Coast Guard Auxiliary

Operations and Flight Safety Newsletter

November 2015

IN THIS ISSUE

"Up-A-Notch"

How to Stay Connected

• 2 •

DSO and DFSO

Leadership Messages

• 3 & 4 •



Welcome "Nick" BQN
Flight Safety Officer

• 4 •

Time In Your Tanks

Accident Prevention

• 5 •

Oil Analysis *"SOAP"*

• 7 •

Grog Bowl

Flight Suit Mess Night

• 12 •

DTRAIN Orlando **Safety, Effectiveness, and Partnership – District Seven AUXAIR's Ingredients for Success. A Series of Operational and Policy Developments Aimed to Enhance Auxiliary Aviation.**

EDITORS NOTE: This article was produced for the *BREEZE* Fall 2015 edition by Robert A. Fabich, Sr., ADSO-AVP.

At the 2015 annual District Training Conference (DTRAIN) in Orlando, Coast Guard and Coast Guard Auxiliary aviation (AUXAIR) members from Air Stations Borinquen (BQN), Clearwater (CLW), Miami (MIA) and Savannah (SVN) integrated plans, policies, procedures and standards for the Seventh District (D7) aviation program. Kenneth Plessner, District Staff Officer Aviation (DSO-AV), and Douglas Armstrong, District Flight Safety Officer (DFSO), facilitated meetings which encompassed Auxiliary Aviation Technology and Safety, District Aviation Board, Administration and Operations, Flight Examining Board and the Cockpit Resource Management (AUX-17) course. DTRAIN has become the destination venue for a unified forum for the aviators, which provides fellowship and training while allowing the "Best Practices" of each air station to be shared on a person-to-person level.

During opening remarks, DSO Plessner stated "We are now on the path of making D7 AUXAIR the preeminent program in the nation." Referring to the Auxiliary Aviation Strategic Plan 2015-2016, Mr. Plessner discussed how new goals and strategies have made the aviation program more professional, and of increasing value, to the active duty, especially amid safety initiatives. The five goals of the plan are; sustain relevant initiatives from the 2013-2014 plan, make flight safety paramount, operate D7 AUXAIR as a professional military entity, establish a destination event for D7 aviators, and develop a prototype Air Crew Mission Specialist qualification.

"Throughout the last decade our safety focus has resulted in a ZERO accident rate," stated DFSO Armstrong. "We are always looking for ways to make the program safer." Mr. Armstrong talked about when a program has a long period of safe operation it tends to have a period of complacency, which lends itself to a risk for mishaps. The challenge with safety is to make sure the program is never complacent, and to always look for how to make the program better and safer. He introduced new safety policy recommendations including: setting currency requirements for observers thru co-pilots, and a standard for photography capable facilities.

Chuck Fischer, Assistant District Staff Officer Aviation Standards (ADSO-AVS), and senior member of the Flight Examining Board (FEB) emphasized, "two critical components supporting AUXAIR success are effectiveness and safety." Maintaining safety incorporates the formation of effective policies and procedures, and the ongoing evaluation of their effectiveness is crucial to continued success. Collaborative efforts among the four air stations Gold side and Silver side leadership practices have resulted in successful documents utilized throughout the District aviation program which include: [continued on page 2](#)

District 7 Flight Examining Board Workshop minutes. Page 6

DTRAIN ORLANDO

continued from page 1

Environmental Prerequisites for Ordered Missions, Clarification of Crew Qualification and Mission Crew Requirements, AUXAIR Risk Assessment Matrix, Mission Coding within AOMS, Two Pilot Rule and a document for new applicants, So You Want to Join AUXAIR. The focus has been placed on expanding mission capabilities for first-light searches, LMR patrols, logistics missions and technology advances such as photography capable facilities, iPad digital SAR patterns, encrypted radios and gyro-stabilized binoculars.

How does an AUXAIR unit become a leading force in achieving effectiveness and safety, deliver a distinct range of specialized skills, interrelate as leaders and mentors with active duty, and support mission readiness? In a superb presentation during DTRAIN, John Moore, Assistant District Staff Officer Aviation and Auxiliary Aviation Coordinator (ADSO-AV-AAC) for Air Station Miami, highlighted the aviation programs in place there that are proving to be extremely effective.

The second portion of this DTRAIN Orlando article focuses on "Up-A-Notch", a Miami success program to stay connected.

[article right side of this page](#)



John Moore - ADSO-AV-ACC Miami

"Up-A-Notch" Miami

Programs that are managed by Auxiliary pilots, co-pilots, crew, observers and trainees. Clearly, the District 7 Auxiliary Aviation Air program is a model that can be shared. [Jorge Sanchez, AAAC-AV-Training is the creator for the "Up-A-Notch" portion of Miami's overall Auxiliary Aviation program.](#)

Aviator Proficiency Program (APP) The Aviator Proficiency Program is twofold. It encourages all aviators to participate in a wide range of aviation activities as a means of developing their proficiency, resulting in points awarded for performance and contribution. Examples include attendance at monthly safety and FAA meetings, recurrent training with instructors, ratings earned, flight and training activities, maintaining physicals, regulated exercise programs and Gold side interaction.

The APP also provides award points with which recipients then become eligible to receive Auxiliary awards and internal awards including the AUXAIR Challenge Coin, MIA Auxiliarist of the Quarter, and MIA Auxiliarist of the Year presented by the Gold side.

Mission Profile Standardization (MPS) The Mission Profile Standardization program is designed to document current mission profiles for Coastal Chug (Sector Key West), MOM (Sector Miami) and Lake Okeechobee. It enhances safety by clarity of the mission for interchangeable AOR, documents safety risk, identifies warnings and high traffic areas and becomes the basis for all crew training.

Enhanced Crew Requirements (ECR) The Enhanced Crew Requirements exceed minimum AUXAIR requirements. This establishes a crew of three; one observer and two FAA certificate holding pilots. Enhanced safety is achieved by spreading the workload, reducing the risk of single pilot incapacitation and eliminating saturation in high workload environments.

The Enhanced Flight Crew Training ensures pilots have ongoing training and they don't become too pilot focused. This is accomplished through two-track workshops, building confidence in challenge to bad practices and becoming fully knowledgeable of the rules and safety practices allowing for delegation of crew task.

Gold Side Flight Partners As a "teach, learn and grow" initiative program, this places active duty pilots into Auxiliary aircraft as a means of augmenting training for exactly what aircraft and aircrew capabilities are available. It affords the opportunity for active duty aircraft commanders to give check rides, communicate "Best Practices," and train AUXAIR members about Coast Guard aviation standards.

Currently, a developing partnership is training members to stand Operations Duty Officer watch for the Air Station.

Flight Binder/e-Flight This program pulls together, in one place, job aids and reference materials aviators should have with them in the aircraft. It is available in a 5.5 small page print version (flight binder) or digitally on an iPad or tablet. Documents include, but are not limited to, preflight forms for preflight procedure, CRM, communication frequencies, phone numbers, a Johnson radio user guide, risk management forms, mission planning procedures, SAR job aids, marine charts and communications procedures. Safety is enhanced by collating materials for cockpit organization, developing and reinforcing consistency of safe practices and standardizing training and cross-crew utility.

Up-A-Notch A Dropbox depository site for non-sensitive information available to all MIA aviators that has the look of a community blog but contains factual substance. This tool includes a wide spectrum of job aids, best practices, photos, training material, current affairs, instructional procedures and resources which elevates the team "Up-A-Notch".

Monthly Safety Meetings The monthly safety meeting held at the air station is conducted as a town hall meeting. This all hands gathering allows a platform for dialog for Auxiliary and [continued on page 3](#)

“UP-A-NOTCH”

continued from page 2

interested active duty aviators summarizing, discussing and updating air station and district activities. These meetings also include enhanced mission base training scenarios, morale and officer cadre events, recognitions, and calendar distribution. For Applicant Pending (AP) members waiting security clearance, this forum affords the “trainee” involvement with AUXAIR that not only meets the MIA minimum 90 day training rule, but also keeps the trainee engaged. In addition, weekly safety and knowledge messages are sent to members about VFR Best Practices tips, safety briefings and weather issues.

Best Practices and Safety

Environmental Risk Assessment (ERA)

The ERA is published in the Flight Binder. It builds on a matrix of environmental conditions that creates operational parameters and balances risks and gains to include specific condition limitation. For example, weather: it doesn't make sense to look for migrants in 10 foot seas; they will not be there. The practical basis is that not only is there a risk to aviation, but if there is a patrol mission profile and the seas are too rough then nobody will be out in them, so WHAT ARE YOU PATROLLING TO FIND?

Leadership Succession Plan One of the principal undertakings of a managerial leader is to have a plan for succession when he or she departs office. Members are encouraged and readied to become future leaders and are provided the resources to become knowledgeable on each other's duties and responsibilities. The plan calls for participation not to be a burden and to build equableness. Members are also offered collateral assignments which are non-flight tasks that are vital to all programs.

A Message From the DSO-AV



District 7 AUXAIR Team,

The District Commodore has accepted my recommendations for some changes to the District Seven AUXAIR leadership. These are summarized below and become officially effective on 1 November, except as noted otherwise.

1. Many months ago, CDR Seward observed that the span of control of the DSO-AV exceeded the standards set by the National Incident Management System (NIMS). There are eleven ADSO-AVs, when the NIMS recommendation is to not exceed seven subordinates. Accordingly, Jon Nicholls will be appointed as the Assistant for Program Management (ADSO-AV-PM). I will supervise the four AACs, the ADSO-AV-PM and the ADSO-AV-A, while Jon will supervise the remaining ADSO-AVs. Jon has performed exceptionally well as AAC Clearwater, and I look forward to working more closely with him to provide District-level support to our Air Station teams. Our goal will continue to be to remove as much administrative burden from the AACs as possible, so that the AACs can concentrate on operational matters. At Jon's request, the effective date of this appointment will be deferred until 1 January 2016.

2. Catherine “Cat” Mills will assume the position of AAC Clearwater. She is a retired Naval Aviator and has been a very strong AAC for Operations at Clearwater for the past year. She has my complete confidence for this exceedingly important job.

3. Jim Nelson, currently doing material management (ADSO-AV-MM), will take a new position in budget management (ADSO-AV-MB). In this capacity, he will monitor fuel and SAMA expenditures, providing reports to AACs on a monthly basis with alerts of potential shortfalls or imbalances. In conjunction with the AACs, he will prepare the travel budgets for the four annual

Workshops and D-TRAIN, working with DIRAUX

to ensure fair and equitable distribution of available travel funds. He will also maintain such local funds as may be appropriate.

4. Bob Hastie will assume Jim Nelson's former position as ADSO-AV-MM. Bob is the designer of our survival vest and raft systems, and will guide the District through the upcoming period when many periodic re-inspections must be performed in a very austere funding environment.

5. I have been acting as the Technology Officer (ADSO-AV-X) this year, due largely to the absence of a qualified alternative. I am pleased to announce that Mark Cannon has offered his services. Mark is an ATP, Master Army Aviator and helicopter test pilot. He is retired from Northrop-Grumman, where he was Senior Program Manager for Airborne Surveillance programs. Welcome aboard, Mark.

6. Behind the scenes, my wife, Peg Peterson, has put in many hours of clerical and administrative work to help me to be a more efficient DSO-AV. The Commodore has agreed to recognize this effort with the position of ADSO-AV-A (Admin Support). She will continue to be kept very busy.

7. The work that Bob Fabich has been doing is awesome. The 2015 Yearbook is now available, and an article about AUXAIR will be in the next Breeze. Bob will take a more active role as editor of the Operations and Flight Safety Newsletter as well. To more appropriately reflect his contributions, his job title is changed from ADSO-AV-C (External Communications) to ADSO-AV-P (Publications).

8. John Moore has requested the appointment of Tom Powers as Assistant AAC for Operations in Miami, and it has been approved. He has further requested the appointment of Marty Rosenberg as Assistant District Flight Safety Officer in Miami, and that has been approved by DFSO Doug Armstrong and the DCO.

I thank all of these members for stepping up to new challenges to make District Seven AUXAIR the very best program in the nation. I trust that everyone will give them their utmost cooperation.

Ken Plessner, District Staff Officer - Aviation - D7

LCDR Nick Leiter



AUXAIR Welcomes Borinquen FSO

LCDR Nick Leiter is a 2005 graduate of the United States Coast Guard Academy. After commissioning, he reported to Naval Flight Training where he earned his wings of gold in 2007. His first sector assignment was at Air Station Corpus Christi where he became an aircraft commander. He has saved numerous lives during responses to Hurricane's Ike and Gustav where he acted as the IMT Air Boss for the Haiti earthquake response team.

In 2011, LCDR Leiter reported to Air Station Atlantic City where he deployed over 130 days per year in support of Operation Noble Eagle providing Rotary Wing Air Intercept capability for the POTUS and National Capital Region. During this tour, he upgraded to instruction pilot/flight examiner and achieved an ATP and CFI/CFII rating. He reported to Air Station Borinquen in September 2015 as the Flight Safety Officer/Safety Department Head.

LCDR Nick Leiter has amassed over 2300 flight hours and is the recipient of the Coast Guard Commendation Medal (2) and the Coast Guard Achievement Medal (2). He was born and raised in the state of Maryland and enjoys surfing, fishing and hunting. He and his wife Lauren recently welcomed their first child, Jolene, into the world just prior to moving to Puerto Rico.

A Message From the DFSO

Doug Armstrong



We have been to NACON, DTRAIN and done a lot of flying since our last newsletter and there is much to report. I urge everyone to review the D7 Flight Examining Board minutes from the Administrative and Operational Workshop held in Orlando. They are your best snap shot of issues we are working on here in D7.

As many of you know, there was a mishap in D1 this September. While the crew survived the forced landing, there were some serious injuries. This event has put an even brighter spotlight on our program. In a way, this is good for us because across D7 we are flying sector driven missions with professional crews and well-documented facilities. Mike, John and the DAA team are doing great work assuring our facility packages are complete. Remember, it is our job to keep our aircraft in top shape and to feed the necessary inspections and documentation to the DAA team.

The events in AUXAIR of the last 24 months are driving some cultural changes. You may have noticed the air station leadership reaching out more, trying to get to know you, fly with you and learn about you. Knowing your crews is part of a good air station CO's leadership plan. Please get to know your CO and your fellow active duty aviators. Flying as a team will make us better and safer aviators.

Now for a quick sea story with an interesting lesson learned for all of you who are transitioning or about to transition to flying with glasses. On a recent mission, I received a firsthand demonstration on the effects of aperture size and depth of field. If you are like me, you really do not need glasses for most flying, perhaps just the occasional chart on the iPad. However, as eyesight deteriorates, the ambient light level begins to make more and more of a difference.

This mission was to drop parts in Great Inagua for a pair of broken helicopters, and the weather near the destination was the remains of a recent tropical storm which included scattered thundershowers. These scatter T-storms were easy to see and fly around with the on-board radar painting a clear picture of the way ahead. Arriving at GI this island was in bright sunlight and per normal procedures, a low downwind is flown to be sure no donkeys are in the runway environment. The downwind base turn is made a couple miles offshore over water and on this day, there was a large rain-shower off the approach end of the runway. As we entered the rain-shower, (still wearing my sunglasses) the ambient light level dropped significantly and I began to feel myself losing awareness and not sure why.

Then it hit me, I could no longer see the displays clearly. I could read them but getting the information was taking time and descending at high speed over water in the rain while turning was not the time to be off one's game. Seemed like an obvious and easy thing to diagnose, but it took a few precious seconds to realize what was happening. Pulling off my sunglasses fixed the problem but wearing my readers would have been better. This event reminded me of how easily small changes in our abilities can produce large impacts on our performance. I have bounced this experience off several older and wiser pilots who have suggested that transitional readers are the key to success in this arena and I have a set on order.

Some take-a ways: **1.** If you sometimes wear glasses, be alert to changes in light levels. **2.** Fly with your glasses and try them out. It is trickier than you might think transitioning from near to far and light to dark. **3.** Keep spares in the aircraft. **4.** Be alert to any changes in personal capability. It may surprise you how it impacts your flying – it surprised me.

In closing, thank you for a safe and effective summer flying season. I had an opportunity to sit with each air station commanding officer and they were all proud of the work we are doing.

Time In Your Tanks Accident Prevention Program

What does “Time In Your Tanks” mean?

Depending upon your aircraft’s particular fuel consumption rate, the amount of usable fuel in your aircraft equates directly to how long your aircraft will fly. The longer you can fly, the more choices you have for ensuring a safe flight; consequently, you can say that flight time equates directly to flight safety. No pilot wants to have a forced off-airport landing accident because of fuel starvation, an emergency without enough fuel to be able to solve the problem, or to reach an airport safely.

To ensure that a fuel-related forced landing is not in your future, you should always plan on landing before the “time” in your tank expires. Know your aircraft’s limits and don’t exceed those limits.

The following provides some general tips on determining and managing the “time” in your tanks. These are general comments only. All pilots need to review and follow the operating procedures and limitations published in their particular aircraft’s Pilot Operating Handbook or other operating manual. Every pilot needs to remember that the performance and fuel information in his or her POH is based upon manufacturer’s data derived from testing new aircraft with experienced test pilots. Your aircraft may or may not be able to match its POH data. You should be conservative and allow for an extra margin of safety.

A tank full of fuel is only a tank full of time.

- › * Know how to adjust mixture setting for high altitude takeoff and landing.
- › (1) Lean to maximum RPM for carburetor engines.
- › (2) Lean to proper fuel flow and fuel pressure settings for injected engines.
- › (3) Lean before entering the traffic pattern to ensure maximum power for go around.
- › * Enrich the mixture for descent as required ONLY.
- › (1) Enrich enough to keep the engine running smoothly.
- › (2) Go to full rich when in the traffic pattern (or as required when landing at high elevations).

How to determine the time.

- › a. Maintain accurate flight time, power setting, and refueling records for each trip.
- › b. Be conservative. Figure your flight time from start up to shut down.
- › c. Reasonably accurate fuel consumption rates (in gallons per hour) can be computed after a few flights under similar operating conditions.
- › d. The amount of usable fuel for your aircraft may be found in the Pilot’s Operating Handbook.
- › e. Multiply the usable fuel on board your aircraft by 75 percent and divide the result by your previously confirmed consumption rate. This will be your SAFE FLIGHT TIME limit for the aircraft. Resolve never to exceed it.
- › f. When you are familiar enough with your aircraft to know exactly how much time is in your tanks, plan to land with at least 45 minutes of reserve fuel on board. Anything less could compromise safety.

Tips on fuel management.

- › a. Compute a reasonable time limit for your aircraft.
- › b. Factors to be considered in planning each flight:
 - › (1) Trip length.
 - › (2) Cruise Altitude.
 - › (3) Wind—don’t count on forecast tailwinds, they can change.
 - › (4) The number of passengers (weights plus baggage).
 - › (5) Inflight endurance of persons on board.
- › c. Resolve not to exceed the time limit you establish.
- › d. Estimate your “ETA” for each checkpoint.
 - › (1) Be aware of your actual progress and think about landing at an alternate airport. If you are running behind your estimated “ETA.”
- › e. Use the grade of aviation gasoline specified by the manufacturer

- › for your aircraft. Use the next higher grade when the specified grade is not available.
- › f. Never use automotive gasoline or aviation gasoline of a lesser grade than that specified by the engine manufacturer.
- › g. Visually check the color and cleanliness of the fuel in your aircraft by draining the fuel sumps and strainers after each fueling and during preflight inspection.
- › h. Do not assume your fuel quantity and quality is correct. Check it.
- › i. Know the fuel system of your aircraft and never operate a system selector without visually checking the position.
- › j. Fuel gauge are subject to malfunctions and errors. Therefore, unless restricted by the gross weight or center of gravity limits, it is considered good judgment to “top off” the tanks at fuel stops. If the fuel load must be limited, an accurate measurement can be made by use of a dipstick calibrated for the aircraft.
- › k. Condensation occurs in partially filled tanks when not in use. Filling the tanks at the completion of the trip will reduce the probability of fuel contamination by condensation.
- › l. Do not reposition the fuel selector just before takeoff or landing.
- › m. Know why you should lean the fuel mixture:
 - › (1) To improve engine efficiency and increase airspeed.
 - › (2) To provide smoother engine operation.
 - › (3) To provide greater fuel economy and longer range of operation—That’s a safety factor.
 - › (4) To provide longer spark plug life with less fouling.
 - › (5) To reduce maintenance costs.
- › n. Know when you should lean the fuel mixture:
 - › (1) Normally aspirated engines:
 - › (a) Lean any time the setting is 75 percent or less. Use full rich for full throttle operation at 5,000 feet density altitude and below.

D7 FLIGHT EXAMINING BOARD

Minutes from the Administrative and Operational Workshop September 19, 2015 DTRAIN, Orlando

The third meeting of the D7 Flight Examining Board (FEB) in 2015 was held on the morning of September 19 during DTRAIN at Orlando, FL. The meeting was held immediately before the afternoon District Aviation Board (DAB) meeting. FEB members in attendance were the ADSO-AVS (Standards, Sr. Member of the FEB) and 7 other Flight Examiners (including the DVC-RA (Nat'l Division Chief - Aviation), DFSO, ADSO-AVMF (Facility Mgmt.) and ADSO-AVMM (Materials Mgmt.). These 8 members (out of 10 total) constituted a quorum. There were also 20 guests attending including the DSO-AV, ADSO-AVC (External Communications), two ADFSOS, all four of the ADSO-AAC's, and the AUXLO from Air Station Miami.

The senior member of the FEB, Mr. Chuck Fischer, opened the meeting at 0810 by welcoming the attendees and thanking them for taking time out of their schedules to attend. He then reviewed the Agenda, noting that two of the items (Setting Currency Requirements for Observers, Air Crew, and Co-pilots; and Photography Capable Facilities) would be sent up to the DAB for further action if so approved by the FEB. He stressed the importance of FE's as teachers and evaluators, and their need to be knowledgeable and well-rounded. One of the major tenets of the FEB charter is that "The Flight Examining Board will be responsible for . . . enhancing professional knowledge of pilots and observers." Standardization demands that all FE's are on the same page and preach the same precise and factual message.

continued on page 7



ORLANDO - Capt. Patricia A. McFetridge, Air Station Borinquen commanding officer and Capt. Robert W. Warren, U.S. Coast Guard Sector San Juan commander, congratulate Charles "Chuck" Fischer, Auxiliary aircraft commander and Duane Minton, Auxiliary aircrew Air Station Borinquen as recipients of the Casey E. Purvis and Robert S. Fuller Aviation Award of Excellence during the Seventh District board meeting and training conference held in Orlando September 18, 2015. The award recognizes the Pilot (Aircraft Commander, First Pilot or Co-Pilot) and Air Crew/Observer who have accumulated the most aviation program flight hours in a calendar year. The awards honor the memory of Auxiliary aviation program members Casey E. Purvis and Robert S. Fuller who lost their lives on 1 February 2001 while flying a training mission with the Coast Guard. U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.

DTRAIN Orlando

The destination event for District 7 aviators.



ORLANDO – Dean Dickinson, Flotilla 11-10, stands proud as Commodore Mark Simoni, National Commodore, pins the Auxiliary Aviation Aircraft Commander Wings. Mr. Dickinson recently qualified as an Auxiliary aviation aircraft commander as a pilot with the District's aviation program. Commodore Simoni presented the honors during his presence at the District Aviation Board meeting held at the 2015 DTRAIN conference. USCG Auxiliary photo by Robert A. Fabich, Sr.



FEB MINUTES

continued from page 6

Mr. Wilson Riggan, the DVC-RA, discussed the Genesis, Structure and Role of the FEB which was enacted in 1997 by COMDTINST 16798.1. Essentially, prior to 1997, there had been a number of incidents/accidents (some fatal) that led to the Coast Guard mandating a much more structured operating environment for Auxiliary Aviation. The roles and responsibilities of the FEB, along with its relationship to the District Aviation Board, were reviewed.

"AUXAIR - Effectiveness and Safety" was next on the Agenda and was presented by Mr. Fischer. He emphasized that the two critical components supporting AUXAIR's existence were Effectiveness and Safety, and that lacking either one will condemn the program to failure and eventual demise. Logically, our mission successes happen on the front line, not in an administrator's office. As judged by their effectiveness and safety, these missions will define the history and chart the future of AUXAIR. AUXAIR administration is charged with providing support to the front line, and indirectly affects mission success by providing guidance in the form of facility and crew requirements, mission policies and procedures, as well as training and promotion of a safety culture.

The four AUXAIR units in D7 have had many successes over the years, so there should be little doubt as to their effectiveness. But that having been said, ongoing evaluation of our effectiveness is crucial to continued success. Focus has been placed on expanding mission capabilities (first-light searches, LMR patrols, logistics missions, etc.), evaluating performance and developing improvement strategies (from regular operational meetings with the Air Stations and Sectors), and through technology advances

continued on page 8

Oil Analysis SOAP by: David Lincoln, ADFS

You always want to follow the new maintenance rules and have a current SOAP oil report within the designated time frame.

During my attendance at DTRAIN in Orlando last week, I heard of several facility owners who had their facility rejected, due to certain parameters that read high from their oil analysis (SOAP) report. Most if not all of these facilities just had either a top overhaul or entire engine overhauled. Something that needs to be remembered is that any type of oil analysis is not very valuable on a one-time basis. Oil analysis relies on being able to determine increases in any particular particle count or an introduction of new particles in order to determine the health of the engine. In order to reap the benefits of oil analysis, there needs to be an established sampling or inspection interval. Performing an oil change at 10 or more hours after a major overhaul, and submitting your results will most likely produce at least one higher value of metal that will most likely flag your aircraft and ground you from flying AUXAIR flights. I recommend waiting and submitting your SOAP report after performing at least one oil analysis after a major overhaul or top overhaul. Your engine internal will most likely shed some metal as the internal parts work together during break-in, so submitting the 2nd oil analysis will greatly help keep you flying for AUXAIR.

TIPS for Accurate Oil Analysis:

- Keep it clean – Take care that no external contaminants are introduced into the sample.
- During oil servicing, make sure your funnel is perfectly clean before use.
- Fly aircraft around the pattern a few times first to get the oil at operating temperature, which will help eliminate any normal moisture and drain a higher percentage of contaminants.
- Drain oil within 30 minutes of shut-down. This ensures that any particulate contamination present doesn't get the chance to settle to the bottom of the oil reservoir prior to sampling.
- Take the sample halfway through the oil draining process. You don't want to take the sample

immediately after opening up the oil quick drain, or during the end to avoid contamination.

- Sample the oil the same way EVERY time.

- Be consistent. Don't change your oil at 25 hours, then next time at the 50 hour mark, as the 2nd sample may show twice the wear metals.

Oil Questions and Answers:

- **Why does oil turn black between oil changes, and why does the time it takes to change the color vary?** ANSWER: When a straight mineral oil turns dark or black, it usually means that the oil is starting to oxidize and needs to be changed. Because mineral oil does not absorb much of the dirt and sludge in your engine, the oil stays clean and the inside of your engine gets dirty. Ashless dispersant oils, however, are designed to get dirty so that the engine will stay clean. Just how quickly the oil turns black depends on several factors, including the condition of the engine, the dirt load, the oil temperature, the normal air/fuel mixture, the type of fuel, the time since the last service, and the frequency and duration of your flights. The important thing to remember is to change your Ashless dispersant oil on the calendar date and engine time, NOT according to its color. In addition, oil analysis can help ensure that the oil is still in good condition, even though it may have turned black.
- **Will the oil temperature affect the oil pressure in an aircraft engine?** ANSWER: Yes. The thickness, or viscosity, of an oil is directly affected by the temperature. Therefore, if an engine's oil temperature is increased, there will also be a small, but proportional, drop in the oil pressure.

- **How often should I change my oil?** ANSWER: A good rule of thumb for changing piston engine oil is to change it every four months. Of course for every rule, there are at least two exceptions: EXCEPTION 1: If you are able to fly frequently with the proper oil temperature, you should adjust the four-month rule accordingly. [page 8](#)

FEB MINUTES

continued from page 7

(SOP on Photo-Capable Facilities, iPad digital SAR patterns, on-board encrypted radios and gyro-stabilized binoculars).

D7 AUXAIR has had a good safety record (no accidents) over the last decade; however, the AUXAIR safety record nationally is checkered. There have been no fatal accidents involving AUXAIR nationally within the last 10 years, as compared to the General Aviation (GA) rate of 1.3 /100000 hrs. However, within the last 16 months, the national AUXAIR Accident Rate of 18.8 /100000 hrs. (3 accidents over 16000 hrs.) was 3 times higher than the 2014 GA Accident Rate of 6.7 /100000 hrs. Clearly, there is room for improvement. Recent safety enhancements include: moving to 100 hr. inspections and SOAP analysis (and away from the TBO rule) for facilities, a major overhaul of our recordkeeping system which tightens up the data collection system and shortens the approval time, a move to increase operational security by codifying facility ATC call signs, and annual Vest Fests which thoroughly inspect the life vests worn by AUXAIR crew. We still need additional EPIRB (Emergency Position Indicating Radio Beacon) units to enable every crew member onboard an aircraft to have one in their vest.

Crew requirements and qualifications are being scrutinized. Air Station Miami has recently adopted a rule that requires two pilots to be onboard every ordered mission. This rule, as well as other measures which might help reduce the risk exposure, are currently being reviewed by the Coast Guard. The FEB has proposed a modification to crew currency requirements which would mandate that Observers, Air Crew and Co-pilots fly a minimum of six hours and on at least three ordered

continued from page 7

Change your oil after 50 hours if you have flown the hours in less than four months. If your engine does not have an oil filter, change it after 25 hours. Always remember: the four-month rule is the most critical. EXCEPTION 2: In recent years, the annual flight hours of many private planes have decreased, and where there is an idle plane, there is rust. When a plane engine sits too long, especially in humid climates or if there is excess moisture in the oil because the oil temperature is too low, rust will form on parts such as cams, lifters and cylinders. Then, once the plane has been started, the iron oxide will run through the entire engine oil system. Although some of the larger pieces will filter out, many of the smaller pieces will remain in the oil and may act as grit on critical wear surfaces. If you plan to not fly your aircraft for four or more months, be sure to use a storage or preservative oil to protect your engine. I spoke to Lycoming, and they recommend you fly your plane once a week and make sure your oil temperature reaches at least 180°F for an hour to boil off the moisture in your engine for rust prevention/corrosion prevention.

• **My oil temperature seems to be running low. Is this a problem?** ANSWER: Yes. Low oil temperature can lead to excessive rusting and corrosion of critical engine parts. When an aircraft sits on the ramp or in a hangar, the engine heats up during the day and cools down at night. While the engine is cooling, some of the moisture in the air condenses on the engine walls and drops into the oil. This can form rust on internal engine components. The moisture can also react with byproducts of combustion in the oil to form acids that may cause corrosion. The best way to remove this water is for the engine to boil it off during flight. Therefore, unless the oil temperature reaches 170-180°F during flight, the engine will not boil off the water that has accumulated in the crankcase. The result is rust and corrosion. Note that an excessively high oil temperature will also cause problems. Here are some tips to help avoid oil temperature problems: 1) Check your oil temp gauge for accuracy. It should read 212°F when the sensor is placed in boiling water. 2) Monitor the oil temp during flight. It should be about 180°F, even in winter. If it is lower, you may need a winterization kit. Otherwise, check with your mechanic to see what is causing the excessively low oil temperature.

• **I fly only 50 hours a year, live in a relatively humid climate and my oil temperature is below 160°F. Will any oil protect my engine?** Answer: No! However, some oil companies would like you to believe their products will protect your engine under all conditions. In reality, oils with anti-rusting properties, such as AeroShell 15W-50, AeroShell Oil W 100 Plus, Exxon Elite 20W-50, or Phillips 66, need to be part of a good maintenance and flying program.

• **When I drain my oil, should the engine be hot?** Answer: Yes! This can be very difficult on some aircraft, but it is recommended. The reason for changing oil when the engine is hot is to avoid the settling of dirt and water in a cold engine. When the engine is fully warm when it is drained, a higher percentage of contaminants are drained away with the old oil. When the engine is drained cold, more of these contaminants remain in the oil in the bottom of the pan, which results in more contaminants mixing with the new oil.

• **Is it necessary to change the oil filter at every oil change?** Answer: Yes! If you do not change the filter each time, the new oil will automatically start with 0.26 gal of contaminated used oil. (Remember, the primary purpose for changing oil is to remove contaminants). Old filters can serve as an excellent indicator of engine condition. An old filter that has been removed and cut open can indicate the engine's condition by the amount and size of the particles in the filter. If your engine is not equipped with an oil filter, the pressure screen should be monitored.

• **Does an oil change just include draining the hot oil, changing and inspecting the filter, and refilling the crankcase with the proper oil?** Answer: No. The pilot or mechanic should always review the manual for the proper procedures. For example, an inspection of the oil pan's suction screen is recommended at each oil change for most engines. In reality, does it get done? No, simply because it's sometimes very hard to access, especially in Mooney aircraft and aircraft that have oil sump heaters installed in the suction screen port. It also can be very challenging to safety wire the oil suction screen port, due to very little room to work in. Although one rarely finds anything during a maintenance check, it is not worth taking the risk.

continued on page 9

continued on page 9

FEB MINUTES

continued from page 8

missions annually – there currently are no mission currency requirements for these positions. The FEB has also expressed a desire to see more emphasis placed on crew training/testing, and on member selection and deselection. AUXAIR CLW has drafted a document entitled “So you want to join AUXAIR” which is being circulated within D7. This paper describes the program and outlines the commitment that members should expect to make to grow and make a difference within the organization. Incoming members are expected to read and sign this document.

Over the last year or so, a number of documents concerning policies and procedures have been formulated by AUXAIR within D7 to enhance mission effectiveness and safety. Among these documents is one entitled Environmental Prerequisites for Ordered Missions, versions of which have already been accepted as SOP by Air Stations BQN and MIA. AUXAIR's CLW and SAV are reviewing the existing SOP's and are committed to produce an air station SOP, as per a recent verbal direction from DIRAUX. While there would obviously need to be some flexibility in the matrix criteria, standardization decrees that there be similarity with existing SOP's. Other documents generated include a job aid to assist in completion of the AUXAIR Risk Assessment Matrix, Clarification of Crew Qualification and Mission Crew Requirements, and guidance for Mission Coding within AOMS. In addition to these, a policy determination was made by the FEB that all formal AUXAIR training/testing must be done under orders in a current facility. Also, D7 DIRAUX instituted a policy earlier this year that all AuxAir units must submit a weekly report outlining recent happenings in Operations, Partnerships,

continued on page 10

continued from page 8

• **What can I do to ensure the accuracy and value of an oil analysis?** Answer: Oil analysis can help you to discover engine problems before they turn into major failures. However, the analysis information is only as good as the sampling procedure. A single test is not enough to reveal trends and significant changes, and can only tell you if there is already a serious problem, such as a scuffed piston. Take oil samples properly. For best results, take the sample about midway through draining the hot oil from the sump. A sample from the beginning or the end of the oil change may appear dirtier than it really is. Sample the oil the same way every time. An improperly taken sample can lead to some seriously inaccurate conclusions about engine malfunctions. Rely on a series of consistent tests over time. You are looking for significant changes or trends over time, NOT absolute values.

People want to label the results of a single test as good or bad, but the system does not usually work that way. Say you are buying a used aircraft. Do not rely on just one very good result from just one report; it could have come from a 5 or a 10-hour sample. Relatively constant numbers from the last six oil changes are a far better indicator that the engine is in good condition. Your record of regular oil changes and analysis is also helpful when selling an aircraft. Be consistent. If you change your oil after 50 hours and then after 25 hours the next time, the first sample may show twice the wear metals. (Expect higher wear metals during break-in or after some maintenance procedures, such as a cylinder replacement). Finally, always remember that oil analysis should be part of a good maintenance program not a replacement for one.

• **How important is preheating my engine?** Answer: Preheating your engine makes a lot of difference. This procedure heats the oil so that it is thin enough to flow through the engine and properly lubricate all the critical wear surfaces. Preheating also heats the metal parts in the engine. That is important because aluminum crankcases have a higher coefficient of thermal expansion than iron crankshafts. This means as your engine cools down, the clearance is reduced, and as a result, you may not have sufficient oil film thickness for proper hydrodynamic lubrication at very cold temperatures. In other words, the wear

rate goes up.

If you are using a pan type heater, make sure it is a system that heats the whole engine, not just the oil. Some “oil pan” heaters can also raise the oil pan surface temperatures to over 300°F (150°C) which, over time, may reduce the performance of the oil. One final note of caution on heaters: DO NOT PLUG IN A HEATER AND LEAVE IT ON FOR EXTENDED TIMES. If you have moisture in your oil, the heater will increase the vaporization, which will condense on the cool, non-heated engine parts and increase rusting.

Plane air/oil separators are also worthy of discussion. Separators are designed to remove the oil from the blow-by gas and return it to the crankcase. This reduces oil consumption and keeps the belly of the plane clean. Properly installed, separators work well. However, if the system is installed with parts in the cool area under the engine, cowling it may condense all the water evaporated from the oil and return it to the crankcase. If you have a separator, make sure it is properly installed with the exit tube in a low-pressure area that will evacuate the water vapor and not force it back into the crankcase. Although preheating and the proper air/oil separator are essential to long engine life, so is an aviation oil which offers anti-corrosion and anti-wear protection for all kinds.

• **Is lower oil consumption better?** Answer: Not necessarily. Oil consumption due to leaks and loose guides is certainly bad. However, some oil consumption past the rings is beneficial. When the piston moves down on the intake stroke, the ring leaves a very thin layer of oil on the cylinder wall. This film helps the compression rings to seal properly. If the oil consumption is too low, the seal may be inadequate, which leads to increased blow-by, higher cylinder wall temperatures and accelerated cylinder bore wear. If you have a large or turbocharged engine, you will probably be better off if your engine uses a little oil past the rings. On my last engine, excessive oil was getting past the rings and fouling out some of my spark plugs. I couldn't burn off the plugs any longer during my run-up, and I knew it was time to overhaul the engine.

continued on page 10

FEB MINUTES

continued from page 9

People and Upcoming Events.

Next up on the agenda was Mike Renuart who discussed the introduction of the new Facility Form 7005 which has been promulgated by National AUXAIR in response to replacing the TBO Rule with mandatory 100 hr inspections and Spectrographic Oil Analysis. He reiterated that the D7 facility initial and renewal programs will be rigorous, with all required information to be complete and accurate. Lacking this, the application will be returned to the sender for further work.

A discussion on AUXAIR Call Signs for ATC and FAA Communications was moderated by Jon Nicholls. The use of the CGX prefix followed by the last four characters of the "N" number (e.g. CGX-12AB) for identifying Auxiliary aircraft, as called for in the CG Air Operations Manual, has raised concerns regarding safety, operational security, and other operational problems. Controller misunderstandings and confusion as to the nature of the aircraft and its mission are common. Mr. Nicholls posed a scenario which would provide a step up in operational security, and would closely follow a proposal introduced by Mr. Riggan in late 2014. This issue and a proposed solution will continue to be vetted by the FEB, and will be brought up again for discussion prior to or during the next FEB meeting.

Ms. Catherine Mills from AUXAIR CLW introduced the topic of AUXAIR Procedures for First-Light Searches. It was mentioned that the Miami SAR PLAN (promulgated in March 2015 for all of District 7) stipulates that "Coast Guard Auxiliaries and their air facilities should be used just as any other Coast Guard resource for the prosecution of search and rescue cases." Also

continued from page 9

• **What is the recommended oil consumption rate for my aircraft?** Answer: This is a question without a definitive answer. Oil can be consumed or lost by three different routes in an engine: the rings, leaks and the valve guides. In a good, tight engine, there should be very little oil consumption or loss via the guides and none through leaks. That leaves the rings as your primary concern. The amount of oil going past the rings will depend on the cylinder type and the break-in process. Assuming that the cylinders were broken in properly, the oil consumption may still vary according to the type of service and how the aircraft is flown. Even two identical engines (such as on a twin-engine aircraft) operated in the same way may have different oil consumption rates. So what is right? Engine manufacturers state that oil consumption of up to 0.26 gal/hour is acceptable on some models. Some manuals for large radial engines say that anything over 6 gal/hour is excessive. The best answer is that oil consumption will be at a certain level for each engine. Consumption changes should not be compared with an absolute level, but rather with the level that your engine sets historically. For my 200 HP Mooney engine, I burn approximately 1 qt. /12.5 hours. That's on average.

• **Are multi-grade and single-grade oils compatible?** Answer: The compatibility question covers two issues: mixing one grade of oil with another, and the effects on the engine of changing from one grade to another. If you typically run multi-grade and find yourself in a place where only single grades are available, you can safely add single grade to your engine. They are completely compatible.

If you run a single grade during the summer, but want to switch over to multi-grade for the winter, you can safely replace the straight weight with the multi-grade at your regular oil-drain interval. The idea that you have to stick with the type of oil you started with comes from the days of unusual chemistry when the resultant oils were incompatible. The only time it's not recommended to switch oils is in a high-run-time engine using straight mineral oil exclusively. Here, a switch to Ashless dispersant oil can loosen the deposits left behind by the mineral oil.

Exxon Elite, Phillips 66, or Aeroshell AD oils? Answer: While supplemental additives will probably do no harm, their use is not recommended. With the exception of the anti-wear/anti-scuffing additives required for some Lycoming engines, the claims made by manufacturers of supplemental additives are typically hard to prove or disprove.

AD oils contain a proprietary formulation that carefully balances the properties of its base oils with the properties of its additives to ensure that the oil provides the protection you need, and lasts long enough to get you to your next drain interval and is fully compatible with other certified products. Supplemental additives are typically an unnecessary added cost. Note: In my flight instructing days, I flew with numerous pilots that added Marvel Mystery Oil to their oil in their own aircraft. This is not FAA approved or designed for aircraft; however, their aircraft flew just fine with it.

• **I like to use multi-grade oil for better cold starts, but like the protection of single-grade oil in the warmer summer months. Which oil is right for me?** Answer: The old adage that one should never change oil types was based on problems with some oils with very "unusual" technology that were in the marketplace over 50 years ago. Current oils are compatible. Therefore, many pilots use multi-grade in the winter months and then switch to single-grade in the summer months. You may see small changes in oil temperature or consumption with this change, but it will not hurt your engine.

• **How can I make sure my oil temperature is shown accurately and identify the correct oil temperature range?** Answer: Placing a permanent reference mark at 180°F (82°C) on the green band of your oil gauge is a good way to get accurate readings. To do this, simply place your sending unit and an accurate, referenced thermometer in a steel container filled with oil and slowly heat it to 180°F with a hot plate. You may not be able to hold 180°F constantly, so first mark your gauge with a pencil as the oil temperature passes 180°F. Then let the oil cool back to 180°F. Repeat the process to ensure accuracy. Be extra careful with the hot oil. In a naturally aspirated aircraft engine, a cruising oil temperature significantly below 170-180°F will NOT ensure the moisture if

continued on page 11

• **Can I use supplemental additives with either**

continued on page 11

FEB MINUTES

continued from page 10

included therein is a section outlining caveats (search must be scheduled prior to 2200 the previous day, assets must launch no earlier than sunrise, etc.) surrounding the use of AUXAIR for flare sightings with no correlating information. However, questions arose during the meeting about whether these caveats hold for SAR cases that do not arise from flare sightings (e.g. from Mayday calls), for SAR cases that do have correlating information, or for First-Light missions that are not SAR (MOM, LMR, Logistics, etc.). A statement was also made that even though Sector may not call an AUXAIR member regarding Uncorrelated First-Light SAR Searches between the hours of 2200 to 0600, the member may still call Sector during those hours. This was then followed by an inquiry about whether Sector may call during those hours if the mission is other than an Uncorrelated First-Light SAR search. In the interest of ensuring that the FEB has the correct information to disseminate to its members and other parties it was decided that the subject would be researched further and a follow-up document produced and distributed. We need to have a full understanding of the plan in order to discuss how we can best assist.

The next topic was a review of the AUXAIR Pilot Syllabus by Mr. Bob Hastie. Most of the review centered on the flight check sheet and touched on each of the individual line items. Important items to note included the admonition that all items must be completed as listed (writing in "verbal review" is not sufficient for a required flight demonstration); and that failure of an evaluated event does not demand another full flight check (it only requires a subsequent evaluation in the area(s) of deficiency after additional training).

continued on page 13

continued from page 10

the oil boils off, especially during short flights. As oil goes through the engine, the highest instantaneous temperature will be about 50°F higher than the oil sump temperature. So, if you have an oil temperature of only 150-160°F, the oil will not get above the 212°F necessary to boil off the water that can accumulate from condensation. The result is increased moisture and acid build-up in the crankcase, which will probably lead to rust and corrosion. This is especially critical if your aircraft is not flown regularly and sits in a humid climate for weeks at a time. If your oil runs well below the 180°F mark, have your mechanic check your oil cooler system and the vernatherm. Also ask about a winterization kit.

Conversely, the concern with the typical turbocharged piston engine is excessive heat. In many of these engines, the instantaneous oil temperature can increase by 70°F or more at its hottest point compared with the sump temperature. These high temperatures can cause deposit build-up and increased wear to improperly cooled components or low oil viscosity. (All oils, especially single-grade oils, thin as the temperature increases). If your cruising oil temperature is well above 180°F, especially if it is significantly above 200-210°F, have your baffles and seals checked. Keep a close eye on your cylinder head temperature, exhaust temperature, leaning procedures and other operating conditions.

• **How important are baffles and seals to cylinder temperature?** Answer: Baffles and seals are critical to keeping an engine cool, yet they are often overlooked. When you are flying, air enters the cowl and creates static pressure above the engine. This pressure forces cool air down through your cylinders and oil cooler to lower-pressure areas below and behind the engine. From there, the air travels out through the flaps or other flaring openings. What is important to consider is that there is often a given amount of air coming in through the cowl at any one time. If your baffles are broken or misshaped, the amount of air going past a particular cylinder or area will increase, and, if you increase airflow in one area, the airflow past the other cylinders and the oil cooler will decrease, which will lead to higher temperatures in some parts of the engine than others.

Seals can create similar problems. If your seals are not in good condition or not properly adjusted, they will allow air to bleed out, which can reduce static pressure and cooling. So what can you do? Whenever you install a new engine, always have the baffles checked. Also, as part of your periodic inspections, check all seals for fit and condition. If the seals are not soft and pliable, replace them. Do this if your oil or cylinder temperatures seem abnormally high as well. In addition, check how the seals fit against the cowl. If there are noticeable gaps, adjust the seals to reduce air leakage. Be sure to inspect the holes at the rear of the cowl for excessive leakage. When these defects combine to equal the area of a one-inch diameter hole, engine cooling characteristics will be affected. If your cylinder heads still run hot, it may be necessary for you or your mechanic to check the static air pressure above the engine during flight. The specification should be available from your airframe manufacturer.



David Lincoln serves as Assistant District Flight Safety Officer, Savannah. As ADFSO, he is responsible to the District Flight Safety Officer on all matters pertaining to Auxiliary flight safety at Air Station Savannah. He is a member of Flotilla 12-4.

Mr. Lincoln was appointed to the position of ADFSO-SVN in late 2014 and has presented a number of safety ideas at the District Aviation Board meeting in Miami, FL. He also presented safety tips during the CRM course at the Aviation Workshop. In addition, Mr. Lincoln served in a mission to assist the Coast Guard rotary wing pilots with their Air Intercept Training. He is an Aircraft Commander flying a Mooney MSE Allegro.

Mr. Lincoln earned several aviation business degrees from destinations all over the world.

His awards include: Auxiliary Sustained Service Award, Coast Guard Presidential Unit Citation, Coast Guard Unit Commendation (2), Coast Guard Meritorious Unit Commendation, Auxiliary Membership Service Award and the Auxiliary Service Performance Award Operations Service.

RULES OF THE FLIGHT SUIT MESS NIGHT

Thou shalt arrive at least 10 minutes before the dinner hour, with thy uniform properly worn. **Thou** shalt neither sit at nor place a drink on, the dinner table before "Officer's Call" is played. **Thou** shalt make every effort to meet all guests. **Thou** shalt move to the table upon the bugle call and stand until seated by the President. **Thou** shalt not bring cocktails to the dining table. **Thou** shalt not leave the mess whilst convened. Military protocol overrides all calls of nature. **Thou** shalt participate in all toasts unless thyself or thy group is honored with a toast. **Thou** shalt ensure that thy glass is always charged when toasting. **Thou** shalt keep toasts and comments within the limits of good taste and mutual respect. Degrading or insulting remarks will be frowned upon, however, good-natured needling is encouraged. **Thou** art encouraged to prepare ditties, limericks or other forms of amusement for the Mess. Request for permission to address the Mess may be directed to Madam Vice. **Thou** art encouraged to identify violations of the Rules of the Mess and report same to Madam Vice. **Thou** shalt not murder the Queen's English. **Thou** shalt not "talk shop." **Thou** shalt not overindulge thyself in alcoholic beverages. **Thou** shalt consume thy meal in a manner becoming gentlepersons. **Thou** shalt follow the President's non-verbal instructions: one gavel rap to be seated and two gavel raps to rise; three gavel raps commands attention. **Thou** shalt not laugh at humorous comments unless the President first shows approval by laughing. **Thou** shalt not check thy smart phone for e-mail while the mess is open. A ringing cell phone is so grotesque that it will result in the violator sent for TWO trips to the grog bowl. **Thou** shalt not question the decisions of the President. **Thou** shalt not have a printed copy of "The Rules of the Mess" in thy possession. **Thou** shalt not engage in conversation when another Member has the floor. Thy bar will be closed during dinner. When the mess adjourns, **thou** shalt rise and wait for the President and guests to leave. **Thou** shalt enjoy thyself to thy fullest..

USCG Auxiliary

photo by Robert A. Fabich, Sr. (right)

Grog Bowl Flight Suit Mess Night



One element of the District Seven Auxiliary aviation strategic plan is to make AUXAIR members more fully aware of the full range of military traditions and practices so that their integration into the functioning of our Coast Guard Air Stations is as seamless as possible. One of these traditions is the Mess Night (Dining Out).

AUXAIR members with prior military service take the lead in presenting a memorable evening, complete with grog bowl, formal toasts and all of the other ceremonies that make a Mess Night such a moving and enjoyable event.

AUXAIR members typically do not own formal uniforms. So, borrowing from the concept of the "Combat Mess Night" of the services, the AUXAIR event was a "Flight Suit Mess Night."

FEB MINUTES

continued from page 11

As time was running short, the agenda items of Setting Currency Requirements for Observer through Co-pilot and Photography Capable Facilities were delayed for presentation to the DAB at their meeting immediately following the FEB, and the presentations on the AUXAIR MIA Two-pilot Rule and the Spectrographic Oil Analysis Program were deferred until a later FEB meeting. There being no further items of discussion, the meeting of the Flight Examining Board was adjourned at 1150.

2015 YEARBOOK

The 2015 edition of the U.S. Coast Guard Seventh District Auxiliary Aviation Yearbook is now available for purchase. \$10

Contact ADSO-AV-MB Jim Nelson, purchase and shipping at: jimn3244@aol.com



Leadership

District 7 Auxiliary Chain of Leadership and Management (effective November 1, 2015)

COMMODORE: Robert Weskerna
 CHIEF OF STAFF: Judith Hudson
 DIRECTORATE CHIEF-R: Craig Elliot
 DSO-AV: Kenneth T. Plesser
 DFSO-AV: Douglas L. Armstrong
 DAA-AV: John Tyson
 ADSO-AV-PM: Jonathan W. Nicholls *
 ADSO-AV-T: Lee A. Bertman
 ADSO-AV-S: Charles "Chuck" Fischer
 ADSO-AV-X: Mark Cannon
 ADSO-AV-P: Robert A. Fabich, Sr.
 ADSO-AV-MP: Ben Ostrovsky
 ADSO-AV-MF: Charles "Mike" Renuart
 ADSO-AV-MM: Robert T. Hastie
 ADSO-AV-MB: James F. Nelson
 ADSO-AV-A: Peg Peterson

Coast Guard Air Station Borinquen
 ADSO-AV-AAC: Carlos Matos
 AAAC-Operations: Charles "Chuck" Fischer
 AAAC-Admin: Douglas Armstrong
 AAAC-Training: Duane Minton
 AAAC-Property: Glauco Rivera
 ADFSO: Adam Shapiro

Coast Guard Air Station Clearwater

ADSO-AV-AAC: Cat Mills
 AAAC-Operations: vacant
 AAAC-Admin: Rosemary Bloomfield
 AAAC-Training: Robert Ward and Dan Smith
 AAAC-Property: Samuel Walker
 ADFSO: Marc Miller

Coast Guard Air Station Miami

ADSO-AV-AAC: John Moore
 AAAC-Operations: Thomas Powers
 AAAC-Admin: Janee Henderson
 AAAC-Training: Jorge Sanchez
 AAAC-Property: vacant
 ADFSO: Marty Rosenberg

Coast Guard Air Station Savannah

ADSO-AV-AAC: Ed Chappell
 AAAC-Operations: Randy Brennan
 AAAC-Admin: Rene Rice
 AAAC-Training: Ron Sain
 AAAC-Property: Bob Hastie
 ADFSO: David Lincoln

* effective January 1, 2016

AUXAIR District 7, U.S. Coast Guard Auxiliary, Operations and Flight Safety Newsletter is published quarterly.

Questions about this newsletter contact the EDITOR: Robert A. Fabich, Sr. at AuxBob@Robich.



IN THE NEXT ISSUE OF THE OPERATIONS AND FLIGHT SAFETY NEWSLETTER

Borinquen Air Station Annual Workshop: Moved from March to November, we take an inside look at what is required to organize the event and showcase personnel achievements.

Fatigue, do I know? Assistant District Flight Safety Officer Adam Shapiro, Borinquen, explains how the effects of fatigue is a silent enemy and how to recognize the danger signs.

Cat Mills: Clearwater's new ADSO-AV-AAC

Operational statistics during fiscal year 2015. What we did and what is projected for 2016 missions, facilities, pilots, crew and trainees.

Aircraft inspections: A job aid to assist with the details of documentation for aircraft inspections presented by Mike Renuart, ADSO-AV- Facility Management.

DRONES: David Lincoln addresses the safety concerns DRONES present to pilots.