



AUXAIR District 7

United States Coast Guard Auxiliary

Operations and Flight Safety Newsletter

July 2016

IN THIS ISSUE

*DSO/DFSO Messages
Links To Follow*

• 2 •

*SAVANNAH
Spotlights*

• 3 •

*MIAMI
Spotlights*

• 6 •

*Coast Guard Aviation
History Special Section*

• 10 •

*Clearwater
Spotlights*

• 13 •

*Borinquen
Spotlights*

• 16 •

Auxiliary Aviation Safety Workshops

Spotlighting the Seventh District Savannah, Miami, Clearwater and Borinquen Auxiliary Aviators.



MIAMI - Auxiliary Aviators stand for the U.S. Coast Guard Ethos at the Annual Auxiliary Aviation Safety Workshop.

U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.



LINKS to FOLLOW

In addition to the stimulating articles in this issue, we have links below gathered from our AUXAIR members. Click on these valuable time sensitive resources to read important information that adds to the knowledge base of Auxilliary aviation.

STRANDED BOATER RESCUED BY AUXILIARISTS (AUXAIR)

<http://nypost.com/2016/06/14/stranded-man-rescued-after-two-days-adrift-in-long-island-sound>

<http://www.nbcconnecticut.com/news/local/2-Rescued-After-Being-Stranded-in-Long-Island-Sound-for-2-Days-382965791.html>

FAA Safety Briefing

<http://www.faa.gov/news/safety>

AIRFACTS JOURNAL

<http://airfactsjournal.com>

VECTORS FOR SAFETY

<http://www.genebenson.com/newsletter/index.htm>

This site offers the quizzes from Marty Rosenberg, ADFSO-AV-MIA.

BOLDMETHOD

<http://www.boldmethod.com/topics/quiz/>

AUXILIARY AVIATION TRAINING MANUAL

<http://www.uscg.mil/auxiliary/publications/comdtinst/M16798.5B.pdf>

USCG NEWSROOM

<http://www.uscgnews.com>



DSO Messages DFSO



D7 Aviation Team,

The workshop season is finally behind us. It was good to see and talk to all of my AUXAIR friends around the District again—that's one of the best parts of my job.

I'd like to remind everyone that all healthy organizations need, from time to time, an infusion of new blood. It's simply not good practice to have the same people doing the same thing forever. I am aware that a few of our fifteen ADSO-AVs will be looking to move on within the next twelve months, either to a new assignment or to a well-deserved rest. There may very well be more.

I am soliciting members who would like to take on a leadership role, whether at their Air Station or at the District level helping all four of our Air Stations to be as good as they can be.

While the AACs are continually on the lookout for good people, sometimes an eager volunteer goes un-noticed. So if you have any interest in being part of the leadership team of the largest and the best AUXAIR program in the nation, you need to speak up.

I would like to hear from folks for all positions be it an Assistant AAC to anyone who might want to be in the running for my job as DSO-AV.

It is not necessary that you confine yourselves to existing jobs. For example, when a talent like Bob Fabich came along, I created the new position of ADSO-AV-Publications and we have this wonderful newsletter as a result.

Please reach out to me if you have an interest; we need your leadership and talent.

Thanks,

Ken

D7 Aviation Team,

This newsletter marks the middle of the 2016 flying year and the completion of the Air Stations safety workshops. Quite a bit has happened since our last newsletter and we have some exciting things planned going forward. Our next AUXAIR event will be DTRAIN in September. Please save the date. We have a lot planned that weekend, including dining out, important trainings, recognition of members, and some other opportunities. AUXAIR will also be able to meet our incoming DIRAUX, CDR Vicencio-Roldan.

By now, everyone is aware the PSI logjam is broken and we are seeing new members once again flowing into our program. We are all going to need to be active in setting the highest standards of professionalism, safety and sense of duty to the incoming crews. It falls to us to support these new members as we turn them in to Coast Guard Aviators.

To this end, we have an excellent collection of job aids (especially in Miami), and I want to be sure all of our new members have access to these materials. If you know someone who is looking for training materials, job aides or guidance, and they cannot find what they need locally, please reach out to me.

We also have an interim director, CDR Lehmann. I was surprised but pleased to get his introductory memo on the USCG Culture of Respect. Culture and safety are interconnected. Safety is a byproduct of a sound and just culture. If you know someone who missed this memo please pass it along.

In closing, I would like to say thank you to CDR Bill Seward for his service to our country, the US Coast Guard and to the D7 Auxiliary. As the DIRAUX, he demonstrated the highest standards of professionalism and was a resource for AUXAIR 24/7/365. I worked closely with CDR Seward on several matters over the last couple of years. I learned a lot from him and I wish him the best in his new career.



Staff photo

WASHINGTON - District 7 Auxiliary Aviation leaders met with CG-711 staff to discuss concepts for Auxiliary operation of small drones, and to pay a courtesy call on the Chief Director, CAPT Boross (CG-BSX) and CDR (sel) Pat Dill, USCG on April 12, 2016.

Pictured in the Ceremonial Lobby of the Coast Guard Headquarters complex is (left to right) Bill Tejeiro, ADSO-AV-U (Unmanned Systems), Doug Armstrong, DFSO and Ken Plessner, DSO-AV.



Savannah Workshop Presenters April 1 - 2, 2016



Savannah Annual Auxiliary Aviation Safety Workshop April 1-2, 2016



Ken Plessner, DSO-AV and CDR John Rivers, CO.



Bob Hastie during the AST swim drill.



Jack R. Cannon

by Bob Hastie, AAAC-Property

Pictured above: LTJG Alex Johns, USCG and Ed Chappell, ADSO-AV-AAC show the photo of the late Jack R. Cannon, Aircraft Commander that will be displayed at Air Station Savannah in his memory. The photographer of Jack's picture is Ann Marie Graham, Flotilla 12-6.

Jack R. Cannon died Tuesday, March 1, 2016. He was born on November 15, 1940 to the late Earl Jack and Mildred Nadine Cannon and raised in Yazoo City, Mississippi. Jack graduated from Mississippi State University with a BS Degree in Marketing and Accounting. After being commissioned a Second Lieutenant in 1964, he served in the U.S. Air Force for 23 years and completed various military assignments, including a combat tour in Vietnam. Among his military awards, Major Cannon was awarded a Bronze Star for meritorious service, Presidential Unit Citation, Vietnam Combat Medal and Air Force Commendation.

In his civilian career, Jack was employed by Union Camp Corporation in Wayne, New Jersey for 28 years and retired as General Manager of International Sales and Marketing. He then spent five years with Price and Pierce International as Senior Vice President of Sales and developed Asian and South American markets before choosing permanent retirement.

A pilot for over 45 years, Jack's passion for flying and devotion to country compelled him in 2003 to support Angel Flight Soars and flew over 100 missions, volunteering his time and expertise to helping those in need get the medical treatment they required.

A member of Flotilla 10-2, Jack also volunteered his airplane and time as an Aircraft Commander with the Coast Guard Auxiliary out of Air Station Savannah, where he served from 2004 up to the time of his passing. In that time, Jack contributed 693 hours consisting of 263 hours of search and rescue, and 322 hours of patrols, plus various mission hours for marine safety and in training new crew members. Jack received the Presidential Unit Citation, Coast Guard Unit Commendations (2), Coast Guard Meritorious Team Commendation, Auxiliary Operations Service Award (5), and the Auxiliary Membership Service Awards (2).

One member of Jack's crew as well summed up well his personality. Jack called to check on her after the historic flooding in Charleston in 2015. "He was a very kind and thoughtful man. Jack never missed an opportunity to talk about his family with pride. I will always remember Jack for taking me under his wing, his big smile and his love for family. He was an amazing man."

We miss you Jack. The Auxiliary and the Air Station will miss your superb contribution.



“Low Country Boil” By Robert A. Fabich, Sr., ADSO-AVP Team Coast Guard Fellowship at Savannah Auxiliary Aviation Safety Workshop.

The first of four Annual Auxiliary Aviation Safety Workshops in District 7 was held April 1-2, 2016 at USCG Air Station Savannah. The two-day workshop is a time for Auxiliary aviators (AUXAIR), active duty Coast Guard, partners and trainees to focus on member competencies, new and innovative technology, qualification skills, equipment testing, and planning and procedures.

“I challenge you all to forget about day to day outside distractions and focus on aviation professionalism,” said CDR John G. Rivers, commanding officer, Air Station Savannah, during opening remarks. CDR Rivers acknowledged the unique effectiveness of the AUXAIR program as a critical component of mission success, supporting the active duty within the station's area of responsibility. He also presented Ron Sain, Assistant Auxiliary Aviation Coordinator-training, with the Commander's Challenge Coin for exceptional organization of the annual workshop.

The active duty and AUXAIR at Savannah Air Station have developed a strong sense of camaraderie, an enduring form of Fellowship, one of the cornerstones of the Auxiliary. This was evident when off duty, active duty personnel devoted their time to serve the AUXAIR workshop attendees a culinary experience called “Low Country Boil.” A Low Country Boil includes red potatoes, sweet onions, smoked pork sausage, ears of corn, shrimp and seasoning, all cooked in a single pot that will accommodate enough food for the entire crew. This down-home meal provided a tasty backdrop for a Fellowship luncheon.

The Coast Guard team that prepared this authentic comfort food included AMTCM Dan Jeffords, CWO Doug Grove, AMTC Greg Kilgore, AETC Charles Bush, AETC Jon Horetsi, AETC Fernando Sanchez and ASTC Joey Gryzenia.

Members of AUXAIR, pilots, co-pilots, crew, observers and trainees are assigned directly to Air Stations. Their side-by-side relationship with active duty Coast Guard is crucial to successfully handle a broad range of operational challenges. This team of active duty and Auxiliary support the same interests, activities, experiences, promote the cause, and are a company of equals and friends. And as evidenced at Air Station Savannah, they also share a love of a good home cooked meal. Truly, Team Coast Guard.



Chief Greg Kilgore hands a plaque to Brad Robinson, during the Fellowship luncheon April 2, 2016. The plaque was a raffle prize with an engraved CG helicopter, air station patch, and titled “Station Savannah Auxiliary Fly-in 2016.”



Miami Workshop Presenters

April 9 - 10, 2016



Miami Awards April 9, 2016



**THE AUXILIARY ACHIEVEMENT MEDAL
MR. GERALD L. METCALF**

Mr. METCALF is cited for superior performance of duty while serving as the Assistant Auxiliary Aviation Coordinator-Operations for Air Station Miami from July 2014 to April 2016. Demonstrating superior professional competence, Mr. METCALF performed flight scheduling duties for 14 aircraft and 74 auxiliaries and generated biweekly schedules for 520 flights and 321 maritime patrols encompassing over 2,000 mission hours in support of Sector Key West, Sector Miami, Seventh District, and Air Station Miami serving as the primary liaison with Sector Key West. As an incredibly dependable pilot, he also flew 96 missions, 393 patrol hours, conducted 20 search and rescue cases, reported 15 suspicious vessels, and executed two familiarization flights for Sector Key West personnel. In the midst of the Cuban migrant surge, Mr. METCALF was first on scene for a landing of 12 migrants on Marquesas, Florida. The water was too shallow for a Coast Guard small boat to enter, so Mr. METCALF helped convince the emotional migrants, despite concerns they would lose asylum status if they reentered the water, to walk 100 yards through the shoal water to embark a Coast Guard small boat, resulting in 12 lives assisted. Mr. METCALF's diligence, perseverance, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



**THE AUXILIARY ACHIEVEMENT MEDAL
MR. JORGE E. SANCHEZ**

Mr. SANCHEZ is cited for superior performance of duty while serving as the Assistant Auxiliary Aviation Coordinator-Training for Air Station Miami from July 2014 to April 2016. Demonstrating superior professional competence, Mr. SANCHEZ skillfully managed the training program for 74 Auxiliaries while also flying nine patrols encompassing over 32 mission hours for Sector Key West and Sector Miami. He was responsible for initiating the aviation proficiency program, a challenge for auxiliary aviators to pursue proficiency in excess of the minimum training requirements. He also created the "Up-a-Notch" internet resource for aviators, a place for Auxiliary Air Miami to share lessons learned, best practices, useful references and images. Additionally, he developed the "Welcome to Auxiliary Air Miami" presentation as well as a central location for associated references meant to educate aviators as they work through the training pipeline before entering the aircraft. His execution of the training program resulted in the welcoming and guiding of 34 auxiliary trainees, including the qualification of one aircraft commander, one first pilot, one observer, and processing five auxiliaries through the aviation security clearances. Mr. SANCHEZ's diligence, perseverance and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



**THE AUXILIARY ACHIEVEMENT MEDAL
MR. IBRAHIM ABI-RAFEH**

Mr. ABI-RAFEH is cited for superior performance of duty while serving as the Assistant Auxiliary Aviation Coordinator-Administration for Air Station Miami from July 2014 to April 2016. Demonstrating superior professional competence, Mr. ABI-RAFEH skillfully managed the documentation of 14 aircraft and 74 Auxiliaries including the overhaul of the facility spreadsheet tracker, creating transparent inspection compliance and due date awareness, improved the auditing of logbook entries, and promoted adherence to paperwork guidelines. These efforts led to improved conformity and minimized processing time, specifically ensuring mission capabilities for Air Station Miami by submitting seven aircraft re-offer packages and 199 hour inspection documentation. Additionally, as one of Air Station Miami's most dependable Aircraft Commanders, Mr. ABI-RAFEH flew 36 flights encompassing over 123 mission hours for Sector Key West and Miami, including the execution of eight search and rescue cases, the report of two targets of interest, the observation of one Cuban migrant vessel, and the completion of a first light search in lieu of an active duty aircraft. Mr. ABI-RAFEH also guided four trainees through their qualification as observer and aircrew. Mr. ABI-RAFEH's diligence, perseverance, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the U.S. Coast Guard and the U.S. Coast Guard Auxiliary.

U.S. Coast Guard Auxiliary photos by Robert A. Fabich, Sr.

**DTRAIN Orlando September 22-25, 2016
Florida Hotel & Convention Center**

**DTRAIN - Thursday 22nd and Friday 23rd
AUX-17 -Cockpit Resource Management**

**Flight Suit Dining Out - Thursday 22nd
Plenary Session/Aviation Awards - 24th**

Miami Awards April 9, 2016



THE AUXILIARY ACHIEVEMENT MEDAL Mr. THOMAS E. POWERS

Mr. POWERS is cited for superior performance of duty while serving as the Assistant Auxiliary Aviation Coordinator -Material and Operations for Air Station Miami from July 2014 to April 2016. Demonstrating superior professional competence, Mr. POWERS skillfully managed the personal protective equipment for 14 aircraft and 74 Auxiliarists, including the overhaul of the inventory, training, and maintenance of the equipment and its use and upkeep. Additionally, Mr. POWERS conducted 78 flights on Saber 5, Saber 12, Saber 4, and Tiger 2 totaling over 264 hours of mission time in support of Sector Key West and Sector Miami, Seventh District, and Air Station Miami, executing five search and rescue cases, reporting 16 suspicious vessels, completing two familiarization flights for Sector personnel, and providing surge support for mini-lobster season. Specifically, Mr. POWERS' professionalism was on display during execution of Operation FERTILE HAWK, a defense system test of F-16 interception of a simulated hostile aircraft and an out-of-control unmanned aerial vehicle, involving the coordination of multiple partner agencies and assets. Mr. POWERS also assisted in the qualification of one observer. Mr. POWERS' diligence, perseverance and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



AUXILIARY LETTER OF COMMENDATION Mr. STEPHEN L. CRUZ

I note with pride and am pleased to commend you for your performance of duty while serving Coast Guard Air Station Miami from July 2014 to April 2016. As a key member of Air Station Miami Auxiliary Aviation, you were indispensable in the execution of 11 patrols encompassing over 40 hours of mission time in support of Sector Key West and Sector Miami, Seventh District, and Air Station Miami. Your ability to communicate in Spanish, Portuguese, and French has been crucial to operations and your aviation knowledge and unwavering work ethic are instrumental to auxiliary missions. In addition to locating and reporting suspicious vessels, your efforts also included the completion of three search and rescue cases, most notably relieving a Coast Guard helicopter that was overhead 35 Cuban migrants on Marquesas, Florida. While orbiting the migrants for 90 minutes, Saber 12 provided onscene updates to Sector Key West and coordinated response and vectoring with Station Key West small boats. Additionally, you advised a recreational vessel to stay clear, resulting in the safe transfer and processing of the migrants. While fulfilling all assigned duties, you also helped two other trainees obtain qualification as observer and air crew. Your pursuit of excellence is evident in the over 70 hours you flew on your own time in an effort to be a better aviator and improve your mission execution during auxiliary patrols. You are commended for your outstanding performance of duty. By your meritorious service, you have upheld the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



LETTER OF APPRECIATION Mr. MARTY ROSENBERG

The Silver Eagles of Air Station Miami have selected you as the unit's Outstanding Coast Guard Auxiliarist of the Quarter (AOQ) for the first quarter of 2016 (1 January through March 31). Throughout this period, you distinguished yourself as an exceptional auxiliary aviator while displaying superior proficiency and leadership in the performance of your duties. Your interest in safety and professionalism inspired you to assume the role of Assistant District Flight Safety Officer. In that role, you ran monthly safety meetings, most notably a review of the normalization of deviance including a presentation of these factors in the Shuttle Challenger mishap. Recognizing opportunities to further serve Air Station Miami, you spearheaded the Auxiliary Operations Duty Officer (ODO) qualification program. Your efforts so far have resulted in the qualification of two Auxiliary Operations Duty Officer watchstanders. Additionally, you flew two patrols encompassing 79 mission hours resulting in 12 sightings and the confirmation of no suspicious vessels in the area related to the search for a migrant vessel reported by the Cuban Border Guard.



U.S. Coast Guard Auxiliary photos by Robert A. Fabich, Sr.

DTRAIN - Commodore's Banquet - 23rd
Fun Night Banquet and Dance - 24th

Miami Awards April 9, 2016



(Front Row Right to Left) Howard R. Brennan, Gerald Metcalf, Wilson Riggan, Ken Plesser, Thomas Powers, Brian Lichtenstein, (Rear Row Right to Left) Robert Carew, Peter Hecht, Doug Armstrong, Michael Klockowski, Jorge Sanchez, John Moore and Marty Rosenberg. Absent from photo Elsie Metcalf Janee Henderson.

COAST GUARD MERITORIOUS TEAM COMMENDATION THE 2015 AUXILIARY AIR MIAMI ANNUAL AVIATION WORKSHOP TEAM

For exceptionally meritorious service from January 2015 to April 2015 while serving on THE 2015 AUXILIARY AIR MIAMI AVIATION WORKSHOP TEAM for the 2015 Auxiliary Aviation Workshop held onboard Air Station Miami, Florida. Recognizing an opportunity to increase the curriculum and raise the level of safety, the workshop was expanded into a two-day event. As part of the implementation of the second certificate holder policy, a crew resource management exercise covering the "Trouble at Palomar" scenario was used to encourage crew discussions. To improve mission effectiveness, the Sector Key West Patrol, NOAA Sanctuary Preservation Areas, Personal Protective Equipment, AUXILIARY AIR MIAMI SOP revisions, a comprehensive flight binder, radios, communications, and suggested scripts were reviewed with an emphasis on effectiveness and safety. The aviator proficiency program was instituted to encourage pilots and aircrew to challenge each other to rise above the qualification level to higher levels of personal proficiency. The overhaul of the facility paperwork process was reinforced and updated on shared website to officially house AUXILIARY AIR MIAMI materials. An active duty preflight briefing was used to model better aircrew briefings for auxiliary patrols. The program "Up a Notch" was used for collecting best practices and sharing lessons and achievements. Additionally, during the workshop, a refresher on local area of responsibility features, hazards, and safety items of interest was presented as well as a briefing on medications and their impact on aviation. Capping off the workshop, the Federal Aviation Regulations were reviewed with an emphasis on common preflight deficiencies. The Team's detailed planning and enthusiastic efforts left the newly minted Silver Eagles inspired to achieve more and ready to embrace the highest safety standards. The dedication, pride and professionalism displayed by THE 2015 AIR STATION MIAMI AUXILIARY SAFETY WORKSHOP TEAM are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.

THE AUXILIARY ACHIEVEMENT MEDAL MRS. ELSIE S. METCALF

Mrs. METCALF is cited for superior performance of duty while serving as a first pilot for Auxiliary Air Miami as well as the Sector Key West Liaison from July 2014 to April 2016. Demonstrating superior professional competence, Mrs. METCALF skillfully conducted 25 flights encompassing over 102 mission hours for Sector Key West and Miami. Earning her first pilot designation in July 2014, Mrs. METCALF quickly provided impact by flying two patrols during mini-lobster season, a period of intense maritime activity, reporting over 200 sightings to Sector Key West and extending the operational commander's maritime domain awareness during the challenging increase in boating activity. During another patrol, Mrs. METCALF was diverted to a report of an adrift sailing vessel west in Key West, arrived first on scene, and vectored in a Coast Guard small boat, resulting in confirmation of no signs of distress and the resolution of a search and rescue case. Mrs. METCALF was also tasked to search for a suspicious vessel, a 33 foot go-fast with three outboard engines, suspected of illicit activity, and was able to confirm a lack of suspicious activity in the assigned area. Mrs. METCALF's diligence, perseverance and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



AST3 Corey D. Thrift demonstrates how a hoist strap is applied on Don Zinner. AUXAIR members toured the Miami Air Station Swim Shop during the safety workshop on April 9, 2016.

A History of Coast Guard Aviation

The Growth Years (1939-1956) Special Newsletter Series

by Source: U.S. Coast Guard Aviation Association (Ancient Order of the Pterodactyl) Website <http://uscgaviationhistory.aoptero.org>

The Coast Guard was transferred to the Navy Department by executive order 8929 on November 1, 1941. In actuality, certain units of the Coast Guard had been under Navy control for some time. Congress had passed the Neutrality Act on November 4, 1939. This legislation was designed to preserve the neutrality of the United States and made it unlawful for any U.S. vessel to carry material or passengers to any designated belligerent State. Coast Guard aircraft and vessels were used to enforce this act. In April of 1941 an agreement was signed with Denmark for the protection of Greenland. Cutter based aircraft played an important part in this operation.

The Japanese attacked Pearl Harbor on December 7, 1941 and by December 11 a state of war existed with both Japan and Germany. The German U Boats immediately conducted a devastating attack on allied shipping along the Eastern Seaboard and then moved into the Gulf of Mexico in mid 1942. Chief of Naval Operations ADM Ernest J. King did not aggressively oppose the German operation. The Coast Guard had a series of coastal air stations ideally suited for anti submarine patrol. They were located at Port Angeles, Washington; San Francisco, California; San Diego, California; Biloxi, Mississippi; St. Petersburg, Florida; Miami, Florida; Elizabeth City, North Carolina; Brooklyn, New York; and Salem, Massachusetts. The problem was lack of aircraft. There were a total of 51 aircraft, none of which were armed. In the spring of 1942 the Coast Guard acquired 53 OS2U-3 Kingfisher aircraft for ASW patrols. It would be 1943 before the Coast Guard acquired aircraft that could be considered combat capable and by this time the German submarine offensive had relocated to the North Atlantic. Nevertheless, beginning in January of 1942, the existing aircraft were armed to the limit of their capabilities and patrols commenced. Coast Guard aircraft delivered 61 bombing attacks on enemy submarines during World War II.

From the beginning Coast Guard patrol aircraft played an important role in rescuing survivors from torpedoed vessels. There are numerous stories in which these aircraft were landed in the open sea and picked up survivors of torpedoed ships. Many times they were so over-

loaded with survivors that they could not take off. In some cases they could taxi to shore but most of the time they would transfer the survivors to small vessels as soon as possible. At other times they would direct surface vessels to the survivor's location. The experience the Coast Guard had acquired over the years served them well in the effective coordination of surface and air assets and the greatly enlarged search and rescue operations that would come.

In 1943 the loss of life associated with the tremendous increase in aircraft training activities and operational missions became a major concern of the Joint Chiefs of Staff of the Army and Navy. Admiral Waesche, Commandant of the Coast Guard, proposed that the Coast Guard be assigned Air Sea Rescue responsibilities to address this situation. The Joint Chiefs determined that the scope of the operation was beyond the capability of the Coast Guard but an Office of Air Sea Rescue, under the Commandant, was established to coordinate and develop Air Sea Rescue equipment and operational procedures. The Army and the Navy would remain responsible for providing their own Air Sea Rescue. The Navy, in turn, assigned Air Sea Rescue responsibility for all continental Sea Frontiers to the Coast Guard. This more than doubled the size of Coast Guard aviation. The first Navy Air Sea Rescue squadron was formed at San Diego, California under the command of LCDR Chester Bender USCG to provide SAR coverage for extensive West Coast pilot training. It was an all Coast Guard squadron equipped with nine PB5Y-5A aircraft and AVR rescue boats.

The Coast Guards association with the International Ice Patrol and its experience in Arctic operations lead to a primary role in the Greenland area. On 5, October 1943 Patrol Squadron 6 (VP-6CG) was officially established. This was an all Coast Guard unit. The home base was at Narsarsuak, Greenland, code name Bluie West-One. It had 9 PB5Y-5A's assigned. Commander Donald B. Mac Diarmid was the first commanding officer. As additional PB5Y's became available, the units area of operation expanded and detachments were established in Argentina, Newfoundland and Reykjavik, Iceland, furnishing air cover for North Atlantic and

Greenland convoys. Hundreds of rescue operations were carried out during the 27 months the squadron was in operation.

During early stages of the war the Coast Guard became a driving force in the development of the helicopter. CDR. William J. Kossler, chief of the Aviation Engineering Division at Coast Guard Headquarters, was the Coast Guard representative on the Inter-Agency Board administering the Dorsey Act which pertained to the development of rotary-wing aircraft. The first official American helicopter demonstration occurred on 20 April 1942. CDR Kossler and CDR Watson A. Burton attended this demonstration. Impressed by the demonstration, both Coast Guardsmen agreed that the helicopter would meet many of the service's requirements. During the summer of 1942 the number of merchant ship sinkings was horrendous. Erickson wrote a letter to Vice Adm. Russell Waesche, Commandant of the Coast Guard, outlining how the helicopter could be used in anti-submarine warfare. This was followed up by Kossler. During this period, the British who had also witnessed the original demonstration put in an order for 200 helicopters. A helicopter demonstration was arranged for Waesche. He was very impressed. He contacted Adm. Ernest J. King, Chief of Naval Operations on the subject. On February 19, 1943 King issued a directive which placed the development of the helicopter with the Coast Guard. There were no objections from the Army.

The first tests got underway in May of 1943 to develop the helicopter as an anti-submarine warfare (ASW) aircraft. The CGAS Brooklyn, NY was officially designated as the helicopter training base. CDR Erickson was the commanding officer. In January of 1944, Coast Guard helicopter pilot LTJG Stewart Graham made the first flight from the deck of a merchant ship in convoy in the North Atlantic. In April of 1944, experiments with dipping sonar commenced. By January 1945 the monthly sinkings of US merchant vessels had declined to 15,745 tons. With the threat of the submarine all but gone, the helicopter program was cut back.

Erickson, however, had simultaneously continued multi-purpose testing of the helicopter and submitted

continued on page 11

1943 - COAST GUARD ASSIGNED THE SEA-GOING DEVELOPMENT OF THE HELICOPTER:



CDR William J. Kossler USCG, a member of the Inter Agency Board, established to research and develop rotary-wing aviation, was convinced that the helicopter was the rescue vehicle of the future and would fulfill the future needs of the Coast Guard. As a member of this board he attended a very impressive flight test demonstration conducted by Sikorsky Aircraft Corporation on April 20, 1942. The demonstration caused great excitement at Coast Guard Headquarters resulting in a recommendation by CDR. Frank A. Leamy, the Aviation Operations Officer, that several Sikorsky VS helicopters be purchased for training and experimental development. CDR Kossler advocated the purchase of three but neither the Engineer-in-Chief nor the Assistant Commandant was convinced. They stated that the acquisition of helicopters was not essential to the war effort and without the support of these two officers, next in rank to the Commandant, the future looked bleak for Coast Guard involvement with the helicopter.



The Growth Years *continued from page 10*

design recommendations to facilitate its use as a rescue vehicle. Perhaps the most significant development during this period was the development of the hydraulic hoist. On 6 February 1945 the training base at Brooklyn was closed and the aircraft stored. The Coast Guard was not interested in further development. It was a setback for Erickson but his work had not gone unnoticed. It was valued by both the Army and the Navy. His dream of a rescue helicopter and lifesaving machine came to pass during the Korean War. The Navy developed a helicopter ASW program using the expertise of Coast Guard. In 1951 the Coast Guard was the recipient of the nations top aviation award. President Truman presented the Collier Trophy for the development of the helicopter.

Starting in early 1945, Capt. MacDiarmid, who was now the commanding officer of the Coast Guard Air station San Diego, initiated a multi-year study of open sea landing procedures. Tests showed that landing and taking off parallel to the swell was the safest course. Further experiments revealed that reversible pitch propellers shortened the landing run and jet assisted takeoffs (JATO) reduced the takeoff run. The results of this research work resulted in an internationally accepted manual on air sea rescue techniques. The Octave Chanute Award for 1950 was presented to Commander MacDiarmid for his work.

After the war suitable search and rescue aircraft became readily available. The flying boat had always been associated with Coast Guard operations and reached its peak during this period. At one time, midway between 1945 and 1950, the service was operating some 56 PB-5As plus 23 PBM-5 Mariners. It is fortunate that a surplus of existing Navy aircraft was available. The Coast Guard was downsized significantly and the budget was severely restricted. Additional Air Detachments were established but they were limited in size. The PB-5s were phased out and replaced by long range search aircraft such as the PB-1G flying Fortress, the P-4Y-2G Privateer, and the R5D Skymasters. It was not until 1951 that the UF-1G Albatross and the HO4S were procured. The PB-5s were gone by 1954. The PBMs were reduced in number with the procurement of the UF and were gone with the purchase of seven P-5M-1Gs acquired in 1954 and the T-tailed P-5M-2G that followed.

North Korean forces crossed the thirty-eighth parallel in June of 1950 resulting in the Korean War. The Coast Guard remained under the Treasury department throughout the conflict. The Navy requested that the Coast Guard assume the responsibility for port security and

also requested additional Ocean Stations and search and rescue capability in the Pacific. Search and Rescue Groups with enhanced communication equipment and one or more cutters assigned and were established at Sangley Point in the Philippines and Midway, Wake, Guam islands. This was necessitated by the dramatic increase in air traffic between the United States and the Orient. The Navy and the Air Force desired more extensive LORAN coverage and Coast Guard aviation soon found itself in an increased role in LORAN station supply efforts. LORAN station supply would continue long after the war ended and the Coast Guard began to set up air stations with logistics as the primary mission..

World War II had a profound affect on many things. This was the case with Coast Guard Aviation. It more than doubled in size; assumed a primary roll in Search and Rescue; and over the next several decades assumed additional missions and expanded horizons.

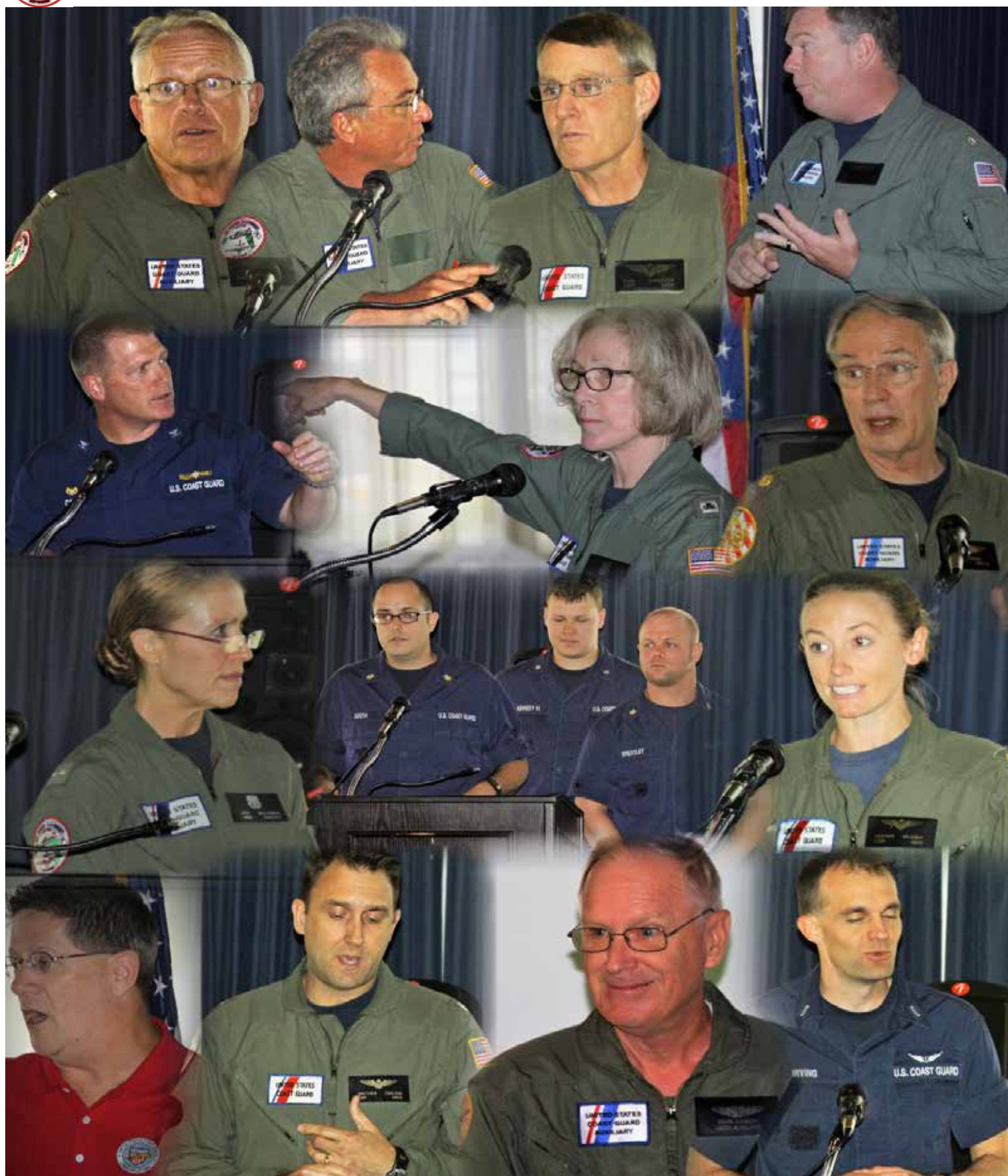
Historical Time Line of Events

- 1939 July Grumman JRF-2/3 and 5G Purchased
- 1939 Sept CG Participates In the Neutrality Patrol
- 1940 Coast Guard and The Birth of the Helicopter
- 1940 Aug CG Air Station Elizabeth City Est.
- 1940 CG Provides Aircraft/Crews Geodetic Survey
- 1941 CG Air Station San Francisco Est.
- 1941 Coast Guard and the Greenland Operations
- 1941 July Grumman J4F-1 Purchased
- 1941 CG Acquires Consolidated PB-5A/6A
- 1941 CG Aviation Anti-Submarine Operations
- 1942 CG Acquires OS-2U Kingfisher Aircraft
- 1943 CG Assigned Sea-going Development of Helo
- 1943 CG Acquires Martin PBM-3/5 Flying Boats
- 1943 Development of Air-Sea Rescue
- 1943 CG Patrol Squadron VP-6CG Est.
- 1944 Air Detachment Annette Island Alaska Est.
- 1945 Sept Coast Guard Auxiliary Aviation
- 1945 Acquire P-4Y-2G Privateer for Air-Sea Rescue
- 1946 Post World War II CG Search and Rescue
- 1946 CG Air Detachment Argentina Est.
- 1946 CG Air Station Traverse City Est.
- 1946 Pacific LORAN & Post War Aviation Support.
- 1946 Post War Helicopter Development
- 1946 International Ice Patrol-Aerial Surveillance becomes primary.
- 1946 CG Acquires PB-1G Long Range Search and Rescue Aircraft
- 1946 Dec Operation High Jump
- 1947 Aircraft Repair and Supply Base Est.
- 1947 Detachment San Juan Puerto Rico Est.
- 1947 CG Air Detachment Kodiak Alaska Est.
- 1948 CG Provides Aviation Support for The Treasury Department. Alcohol Tax Unit
- 1949 CG Air Detachment Barbers Point Est.
- 1950 Korean War and CG Aviation Participation
- 1950 CG Air Detachment Corpus Christi, Texas Est.
- 1951 ASW Helicopter Becomes a Reality
- 1951 CG Acquires UF-1G/2G Albatross Aircraft
- 1951 CG Acquires the HO4S Helicopter
- 1952 CG Air Detachment Arlington Est.
- 1952 CG Air Detachment Bermuda Est.
- 1954 CG Acquires Martin P-5M Seaplanes
- 1955 CG Air Detachment New Orleans Est.



Clearwater Workshop Presenters

April 15 - 16, 2016



Clearwater April 15, 2016



(Above) AUXAIR Management Team: (Left to Right) Dan Smith, Guy Warner, Cat Mills, Jon Nicholls, Kate Williamson, Marc Miller, Rosemary Bloomfield and David Griffin.



(Below) Practicing "Planking" Cat Mills, Graham Leadbetter, during "Keeping Fit" segment of workshop.

(Right) Enjoying friendship during a workshop break. (Left to Right) Heidi Warner, Kate Williamson, Joan Gutek and Bobby Ward.



U.S. Coast Guard Auxiliary photos by Jon Nicholls



Clearwater Awards April 15, 2016



(Left to Right) CAPT Lorenzen, Marc Miller, CAPT Case, Steve Gushwa, CAPT Scott Weaver and Bob Simpson.

THE AUXILIARY MEDAL OF OPERATIONAL MERIT - Mr. Marc Miller, Mr. Steve Gushwa and Mr. Scott Weaver

Cited for meritorious service in the performance of duty while serving on TOMCAT TWO. On 8 November 2015, Coast Guard Air Station Clearwater Auxiliary Aircraft TOMCAT TWO was diverted from a routine Maritime Observation Mission to respond to a vessel in distress. Sector St. Petersburg assigned a search pattern based on an Emergency Position Indicating Radio Beacon (EPIRB) signal. Shortly after arriving on-scene, the crew received the EPIRB signal and observed red smoke flares from a disabled vessel located approximately 28 nautical miles southwest of Everglades City, FL. TOMCAT TWO quickly established communications with the 39-foot vessel and learned that it had lost propulsion and was taking on water. Acting as the on-scene commander, they immediately relayed this information to Sector St. Petersburg resulting in the dispatch of an Air Station Clearwater HC-130H to drop a de-watering pump and raft to aid the sinking vessel, as well as an MH-60T in the event an evacuation was necessary. TOMCAT TWO assured the disabled vessel that help was on the way and facilitated their rescue by vectoring in a local law enforcement surface asset as well as a Sea Tow response boat. TOMCAT TWO kept Sector St. Petersburg apprised of the situation and remained on-scene until the distressed crew was no longer in any danger. The TEAM'S judgment and devotion to duty are most heartily commended.



(Left to Right) CAPT Case, Bobby Ward, Graham Leadbetter, CAPT Scott Weaver. (Absent from photo is Marc Miller)

COAST GUARD MERITORIOUS TEAM COMMENDATION

"For exceptionally meritorious service from 2 - 3 February 2016 while serving on the Coast Guard Auxiliary MV EL FARO Debris Search Team. As directed by Coast Guard Headquarters, Office of Investigations and Casualty Analysis, the Team conducted an aerial search in the southeastern Bahamas for debris that had washed ashore from the MV EL FARO. This request was coordinated through the Director of Auxiliary and Air Station Clearwater and required considerable mission planning and a detailed post-mission report. The AUXAIR Team of Marc Miller, Robert Ward, and Graham Leadbetter conducted two days of operations over the eastern and southern shores of the Bahamian islands of Eleuthera, Cat Island, Rum Cay, Samana Cay, Plana Cays, Acklins Island, Crooked Island, Long Island, and the entire Exuma chain. Locations of debris were precisely noted by position, described, and photographed. The 14-hour cumulative mission time was critical to the investigation and resulted in the Coast Guard saving \$249,200 in mission costs as well as maintaining operational readiness. The Team's performance and report package were heralded by Coast Guard District Seven leadership for their professionalism and precision. Additionally, the willingness of these members to exceed expectations demonstrates that AUXAIR is ready, capable, and ever mindful of its responsibilities to professionally and safely support the missions of the Coast Guard.



Highest Mission Hours for Pilots, Air Crew and Observers.

(Left to Right) Cat Mills, Marc Miller, CAPT Lorenzen, Dan Smith, CAPT Case, Connie Irvin, CAPT Scott Weaver and Graham Leadbetter.



Sam Walker, AAAC-Property presenting a Life Raft during "The Price is Right" training session at Clearwater workshop.



Bobby Ward, AAAC-Training presenting a Survival Vest during "The Price is Right" training session at Clearwater workshop.



Borinquen Workshop Presenters

May 14 - 15, 2016



FAREWELL

Carlos Matos, ADSO-AV-ACC presented CAPT Patricia McFetridge and LT Crystal Barnett a gift for their loyalty and support to the AUXAIR program. The gift, was a Moaic of the streets of Old San Juan made by a local artist named Ernesto Armstrong.



Welcome LT. Corinne Swager AUXLO



MISSION FLIGHT HOURS

Awards were presented to AUXAIR members who fly more than 60 hours in one year. This award is specific to Borinquen.

Borinquen Awards May 14, 2016



(Left to Right) CAPT Robert W. Warren, U.S. Coast Guard Sector San Juan commander, Doug Armstrong, DFSO and CAPT Patricia A. McFetridge, Air Station Borinquen commanding officer.

THE AUXILIARY MERITORIOUS SERVICE MEDAL MR. DOUGLAS L. ARMSTRONG

UNITED STATES COAST GUARD AUXILIARY

Mr. ARMSTRONG is cited for meritorious service in the performance of duty as Auxiliary Flight Safety Officer for both Air Station Borinquen, Puerto Rico, and USCG District Seven from January 2013 to November 2015. Demonstrating superior leadership and professional expertise, Mr. ARMSTRONG significantly enhanced aviation safety by cultivating innovative operational risk management and mission planning practices. His efforts directly affected changes in National Auxiliary and USCG Headquarters policy. Most notably, he created an interactive environmental prerequisite guide for Auxiliary mission acceptance and developed software now used District-wide for pre-flight planning and post-mission debriefing. Additionally, Mr. ARMSTRONG directed the District's first-ever comprehensive safety survey and used the results to adopt a tailored approach to improving the climate. This included the termination of long-standing Time-Between-Overhaul inspection criteria, replacing it with a safer 100-hour inspection and oil analysis program. Demonstrating exceptional commitment, Mr. ARMSTRONG flew over 750 flight hours in support of 410 missions including over 280 transport and logistics flights and the interdiction of 1,125 kilograms of narcotics. Mr. ARMSTRONG's dedication and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.



Adam Shapiro,
Jose Berios,
Doug Armstrong,
Charlie Satana,
Hache Vazques
Chuck Fischer.

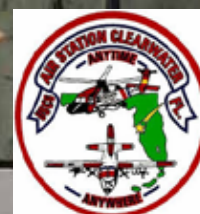


Annual Auxiliary Aviation Safety Workshops 2016

Attendees



Thank You
CDR Bill
Seward.



The AUXAIR District 7 U.S. Coast Guard Auxiliary, *Operations and Flight Safety Newsletter* is published quarterly. Direct all question or comments to the EDITOR: Robert A. Fabich, Sr. at AuxBob@Robich.com

D7 AUXILIARY AVIATION STAFF

COMMODORE: Robert Weskerna
CHIEF OF STAFF: Judith Hudson
CHIEF OF RESPONSE: Craig Elliot
DSO-AV: Kenneth T. Plesser
DFSO: 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 E. 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
ADSO-AV-U: William Tejeiro

Welcome New AUXLOs

On behalf of all our D7 AUXAIR members we look forward working with you.

Borinquen: LT Corinne Swager
Miami: LT Greg Snow
Savannah: LT Trent Meyers
Clearwater: LTJG Justin Neal and ENS Matt Humphries.

Our deepest appreciation to the outgoing AUXLOs who were all a very powerful resource: LT Crystal Barnett, LT Ryan Lloyd, LT Alex Johns and LT Janelle Setta.

V/r, Ken Plesser, DSO-AV



2015 AVIATION STANDARDIZATION EXCELLENCE AWARD WINNERS

Congratulations Clearwater, Miami and Savannah

From: CMD-SMB-CG-ATC-MOBILE

1. I am pleased to announce the winners of the aviation standardization excellence award for CY 2015. This award is based on criteria to include pilot and crewmember open/closed book exams, condition of training records and flight manuals, newsletter submissions, flight phase, rescue swimmer performance and overall unit evaluations.
2. Annual on-site standardization visits are an essential part of coast guard aviation's training and standardization program. Along with annual proficiency courses, they are a critical factor in the excellent safety record that coast guard aviation has historically enjoyed.
3. Competition for the award was extremely close, which is a testament to the ongoing level of standardization within the fleet. I would like to commend all air stations for their commitment to excellence during this time of unprecedented change and increased up-tempo. The period of selection was from 01 January to 31 December 2015. These units and their personnel are recognized for their outstanding preparation and performance during standardization visits. They demonstrated consistent high performance in all evaluation areas across the board. BZ.
4. This year's winners are:

MH-65D:	Air Station Barbers Point
MH-60T:	Sector Columbia River
HC-130H:	Air Station Clearwater
HC-144A:	Air Station Miami
ASM:	Air Station Savannah RWAI
Rescue Swimmer:	Air Station Savannah
Ship/Helicopter:	CGC Active
- 5..Winners of the aviation standardization excellence award will receive a plaque from ATC commemorating the award for display at their units.

IN THE NEXT ISSUE OF THE AUXAIR DISTRICT 7 OPERATIONS AND FLIGHT SAFETY NEWSLETTER

* **"DTRAIN" Highlights from DTRAIN 2016.**

* **More on the "Centennial of Coast Guard Aviation" a continuing series, "The Modern Era 1957 -1975."**

The U.S. Coast Guard Aviation Association "Ancient Order of the Pterodactyl."

