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Never Stop Learning

By David Larkin, DVC-RS

The United States Coast Guard has established clear steps and requirements to become certified in surface operations. The Auxiliary component follows the same path, albeit with some modifications. Members who pass their first QE check ride should be proud of their accomplishment. While nothing in the training program is extremely difficult, the standards are very specific and occasionally take some “relearning” to adapt to the Coast Guard way of doing things. The standards we train to are not arbitrary, and each one has a specific reason for the way it is written. Too often those reasons are based upon accidents or injuries in the past.

The standardization of our procedures has a real-world purpose. If you are certified as a crew member you should be able to be assigned on any Auxiliary facility and be able to function as part of that team. The vessel might be unfamiliar, but the commands and tasks assigned by the Coxswain should be second nature.

Problems can arise when we stop learning as soon as we are certified. Think about driving a car. Are you a better driver now or the day you passed your first driving test? I would argue that you are better now with years of experience behind the wheel. You and the 16-year-old in the car next to you are equally “qualified”, but not equally “certified”. The



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same situation applies to our Auxiliary careers. We should continue to learn and improve each time we do something. When it comes to surface operations, we must actively work at training and continue to

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Never Stop Learning (continued)

improve our skills. Continued education could (some would say “should”) include the Auxiliary Seamanship (AUXSEA), weather (AUXWEA), Search and Rescue Coordination & Execution (AUXSC&E), and other courses. The Weekend Navigator course is so good that when I was a Chief Petty Officer at a Port Security Unit, I had all of our USCG coxswains take that course from the Auxiliary.

The International Maritime Organization (IMO) has requirements for merchant marine personnel who stand navigation watches to receive type-specific training before working on ships equipped with an ECDIS (Electronic Chart Display and Information System). If they move to a ship with a different system, they must receive type-specific training on that system before assuming watch duties. While we will not go that far in the Auxiliary, the concept is sound and is a good practice to follow. If you are a facility owner do you train assigned crew (and coxswains) on your specific electronic equipment? Not all radars are the same and the watchstanders you place on radar watch need to know how to use your specific make and model. What about training about your specific vessel? All vessels have similar characteristics in things like “the pointy end is the front”, but each has special considerations in the loading and handling, anchoring, stability, etc. A vessel may have seating for seven on the flying

bridge but a stability weight limit of 350 pounds. This is an example of vessel specific training your crew needs to know.

How often do you actually practice pencil and paper navigation when underway? In this day of electronics with all of the bells and whistles we can easily get lulled into trusting them a little too much. In her article “Raising Our Standards: Moving Beyond Basic Maritime Training” Jaquelyn Burton writes “The reliance on our automated systems should be of the trust yet verify variety. The verify part is what needs to be trained on time and time again – without that training especially of the specific variety it could be unintentionally missed” (www.gcaptain.com, July 16, 2016). Never stop training yourself and those around you. The more we train the more we will ask questions, and the more we will think of new and novel ways of doing things. Remember, that first driver’s license was your ticket to go out and learn. Your crew, coxswain or PWO qualification is exactly the same thing, your ticket to learn. Never stop learning.



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Recruiting Radio Operators

By: Don Wellons, BC-RTI

Goal: Implementing optimal communications support, supplying qualified watchstanders, communications facilities, and personnel to provide Coast Guard maritime radio communications support.

Wow, how do we do that? Well, seven years ago we thought that maybe we could recruit a few amateur radio operators to join the Coast Guard Auxiliary and participate in our communications programs. To do this we rented a table at the Orlando Florida amateur (ham) radio convention (HamCation). We talked with a lot of amateur radio operators, but were not sure we had accomplished anything.

We went back the next year and had people coming up to the table and telling us that they had talked to us the previous year and they had gone home and joined the Coast Guard Auxiliary and were now communications officers. We did it!

Each year since, we've attracted more and more folks to our table. As a side benefit, Auxiliary

members who are amateur radio operators have stopped by the table. Many were unaware of our telecommunications programs. The active Telecommunications Operators (TCO) from this group often linger at the table talking to other hams, convincing them to explore the Auxiliary. Each year we have improved our booth display and even brought along some of our contingency communications kits to act as shiny objects. This year was our seventh year and we had approximately 20,000

amateur radio operators pass by our strategically located recruiting table. We conservatively estimate that 10 to 12 thousand of the attendees stopped by our table.

On the Saturday evening of the Orlando HamCation we hold our annual D-7 communications meeting. We have a number of the amateur operators join us each year. Over the past 7 years, this meeting has continued to grow in



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Recruiting Radio Operators (continued)

attendance. In the past two years, the conversations and discussions have taken on new energy. A significant number of those attending are younger professionals who have joined the Auxiliary telecommunications program because they see it as valuable and something they can contribute to.



Four years ago, we expanded the recruiting program to the Tampa Bay Hamfest in Plant City Florida. Two years in a row, we deployed one of our multi-use communications and public affairs trailers to the Hamfest. It became a center attraction strategically located between the main exhibit hall and the forum venues. Sadly, this year the funding hiatus prevented deployment of the trailer, but our booth at the Hamfest was visited by about 1100 of the 1900 convention attendees. A number of prior year visitors proudly advised us that they had joined as a result of our previous visits. A side benefit of the Tampa Bay Hamfest is many of the amateur radio club officers from the local area have asked the Auxiliary telecommunications team to come to their club meeting to tell their members about Rescue 21, the Auxiliary, and how amateur radio operators can join our team.

Looking to the future, for 2019 we plan to expand it again to also have a table at one of the amateur radio conventions in the Atlanta Georgia area.

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Please submit articles for Publication, via the chain of leadership and management, to the editor:
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Hangar Talk- Safety

By: Dan Turner BA-RAS

“Talking to ATC is a great idea. But it doesn’t guarantee you anything. You’re the Pilot in command and you're the ultimate and final authority for the safety of that flight. You are the last safeguard for the safety of the flight ...”
-Fly 8MA-

Let’s Share Experiences

One excellent aviation practice is when we share thoughts, stories, and views of what if scenarios from the cockpit. This is an age old, honored tradition and is actually older than man’s first flight. Yep, Wilbur and Orville talked about it long before they flew. We talk about it long after the flight. There is much to learn from this sharing.

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Hangar Talk-Safety (continued)

Our Valued Crew Member ATC

More than likely, you have had excellent experiences with our Air Traffic Control (ATC) service system. I cannot count the times that ATC has helped in so many ways on flights. While we will talk about the few times where things did or could have gone wrong, please do not confuse the 1% with the rest of the best of our ATC partners in flight. ATC is our most valued crew member in a crew resource management environment (CRM).

Fly 8MA flight training: discussion on midair collision.

Please review the link below. As always, we learn from others.

https://youtu.be/iM3oNcQx_uU

We all can think of moments when the direction received was not in our best interest to follow. As long as we are keeping our head in and ahead of the plane, we quickly resolve the problem with ATC, Tower, Ground, etc. But to do so, we have to stay in the PIC or Pilot in Command bubble or frame of mind and not blindly follow a suggestion.

Ten moments quickly come to mind. These are only a few of the stories. What are yours?

When CRM really pays off is when one of the members has a momentary lapse of situational awareness. This is the value. This temporary misstep can happen to anyone in the crew. That includes ATC. As long as one of us is queued up at that moment, that is when the real value of CRM shines through. Always speak up and bring attention to that feeling. All who are on the team have that responsibility.

Single Pilot Logistics Flight

Weather perfect, CAVU - Ceiling and Vision Unlimited. Traffic arriving on RWY 22 and RWY 35L. Traffic light.

Tower "N1234 cleared to land RWY 22" "Roger, N1234 cleared RWY22, wheels down and locked". A little irony in the policy of requesting wheels down, the plane was a fixed gear C-172. "N1234, exit Delta and contact ground". Roger going to ground at Delta". "Ground, N1234 clear of active at Delta, parking Air station." "N1234, taxi to parking". There is a bit of jet traffic at this airport and it's a good idea to monitor the tower as well as communications with ground. On this day the tower com traffic lights up "Tower, flight of F-16s, 5 miles". "Flight of F-16's cleared to land 35L."

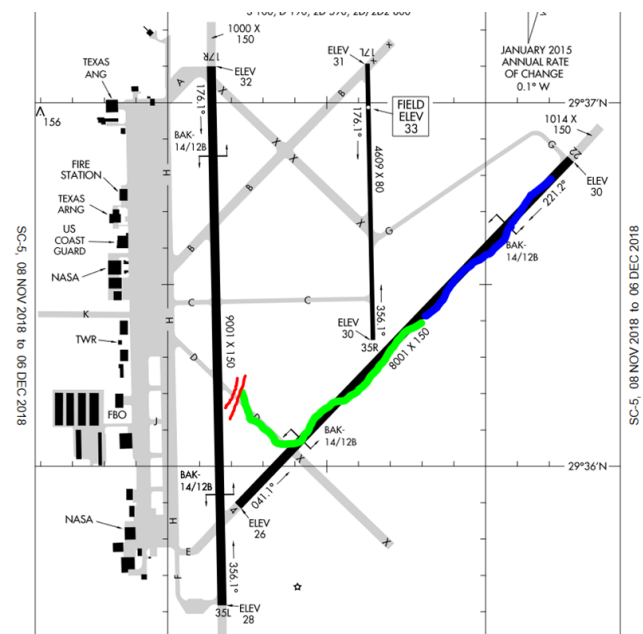
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With the A game working between the headset muffs, the obvious situational awareness is that a C-172 will not be able to follow the ground clearance to taxi to parking and crossing 35L before the flight of F-16s are on the runway.



Simple solution, Hold Short at 35L and announce intentions to Hold Short.

“Ground, N1234 Holding Short 35L”. You will notice the Hold Short was initiated by the pilot. Ground quickly responded with a slight excitement in their voice confirming the decision.

Within seconds of holding short at the line, three F-16s in quick succession passed the spinner of the Hawk.



I’m betting to this day, a good ten years later, only two of us remember that moment. Me and the ground controller on duty that day. That day, it was the pilot that helped the CRM team. It works. There have been many other days where ATC and Ground Traffic Control’s A game made it work the other way.

Keep not only our head on a swivel but always keep the situational awareness alert. Keep that mental image of where you are in the system.

Please contribute to the next safety brief. We learn from each other. Send your story to david.starr@cgauxnet.us

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Auxiliary Air Activities

By LT Mark R. Carrier, USCG

Aviator #4690

Vice President Coast Guard Aviation Association

Auxiliary Liaison

Reprinted with permission from Pterogram Fall 2018 edition

My goal as the VP for Auxiliary is twofold...education and membership. Most Auxiliarists, with the exception of a small percentage that are usually prior service, are unaware of the CG Aviation Association or that they can even belong. I aim to change that. We have partnered with the National Division Chief Air Operations, Commodore David Starr, who upon learning of the CG Aviation Association (CGAA) immediately joined as a Life Member himself. Como. Starr was extremely excited about these opportunities and offered his and the Auxiliary's assistance towards the buildup of this program, including approval of a national Auxiliary distribution system for CG Aviation Association's recruiting and promotional materials. Through determined work by Jack McGrath and Jay Crouthers, we are organizing this system to match the active duty counterparts or "Gold side" by offering a complimentary year membership after any Auxiliarist receives wings, whether aircrew or pilot. These requests will be forwarded to myself from each Auxiliary Dist. Staff Officer, & once approved, sent to Jack who then sends out membership materials directly to the Staff Officer or member.

We hope that this increases the knowledge of the Association within the Auxiliary ranks, as well as promotes membership, just like the Active duty.

Recruiting events, such as short presentations during wet drills, flotilla meetings & other auxiliary training activities have already commenced around the country, with our association providing membership presentations and materials. Recently, George Krietemeyer graciously



stepped forward to assist another Auxiliarist with a presentation at an Auxiliary annual refresher training seminar in Mobile. Additionally, we have added Auxiliary references to assist with inclusion, such as on the Aviation Association website within the yearly membership category, noting not only Retirees and Veterans, but also Auxiliarists. We have ensured that Auxiliary wings will be added to additional CG Aviation Association materials, especially membership forms, providing visual support that these individuals are part of our Association. In regards to the Pterogram, we will be submitting articles directly relating to the Auxiliary in a sort of

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Auxiliary Air Activities (continued)

“Auxiliary Corner” giving Auxiliarists their spotlight within this national publication to showcase their events and successes. Just like an ALPTERO, the Auxiliary has its own national messaging system, which can be used to relay information to all Auxiliarists across the country. Thanks to our partnership with Como. Starr, we can utilize this system to advise all CGAA Auxiliarists on Aviation Association matters and happenings. Within the next year, I hope to increase Auxiliary membership dramatically, including bolstering Roost attendance, organizing recruiting events, contributing Auxiliary-specific articles to our Pterogram, and providing knowledge of this great organization to all Auxiliarists. CG Auxiliary members are a vital part of the CG Aviation family and need to know that they too are valued and appreciated. They are part of the CG story, and just like a CG Aviation Association restoration project, we must maintain and manage that story. Thank you and looking forward to another great year.



Stand by to Get Underway!

By David Larkin, DVC-RS

Around the country and in our far away territories, the signs of spring are showing. Many of us are getting excited to put our boats back in the water or get them away from the slip for the first time in months. Now is the time to do a

thorough inspection from bow to stern to make sure your time on the water will be safe and pleasurable.

Start with the boat itself. Is the hull in good shape? Check each thru-hull fitting. Most people will check the prop shafts and rudder posts, but what about the cooling water intakes? Bilge pump outlets, MSD outlets, all need to be carefully inspected. Change out your zincs. Those are cheap

If you are fortunate enough to boat year-round, it might be worth a short haul to check these things on your facility as well

insurance. Check your deck fittings. Have you developed any dry rot or have corroded or cracked cleats? Are the backing plates in good shape? Are the handrails and safety lines all in good order? Are your registration numbers in good shape? Remember that when under orders and flying the banners we set the example for other boaters. Give your vessel a good bath. Washing a boat, like hand washing a car, is when you will find the damage you hadn't noticed before.

Check all lights, not only for operation but for visibility. Some lenses can get mold or other build up inside. They might need to

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Stand by to Get Underway! (continued)

be opened and wiped clean. Check your windshield wipers if installed. The wrong time to find out they don't work or need new blades is when it's raining hard at night. Check all antenna connections, radar and GPS mounts, etc. Borrow a SWR (standing wave ratio) meter from an amateur radio operator and check your antennas. Check the operation of installed GPS receiver(s) and update chart cards or electronic charting data as necessary. A short circuit or corroded antenna cable are not visible but show up quickly when you use a meter. Does your horn or whistle work?



Go over your engine and transmission carefully. Change the oil and change the sacrificial anodes (zincs). Change the impellers, then keep the old one on board in case you have a casualty underway. If your vessel has cooling fluid, change it out. Check your belts and always have a spare on board. Check your motor mounts for corrosion or damage. It's a bad day when you are underway and your motor decides to get underway in the engine room. Replace your fuel filters and again, have a spare on board. Check all water lines, bilge hoses, etc. Run your water pumps, hot water

heaters, cabin heaters, etc. and ensure they all work properly.

Check your safety items carefully. Are each of your PFD's in good shape? No cracking, tearing, ripping or excessive fading? Check your type IV and any attached line. Check your visual distress aids? Are they expired or about to expire? And what do you do with the expired ones? A good practice is to keep them on board. You need a separate container and mark it on the outside "Expired Flares, for Training Use Only" and keep them in a separate place on the boat. There is a 50/50 chance they still work (yes, those expiration dates are for a reason) and in the event you need to signal start with those. You can even really use them for training.



Just remember to do it in a safe location and broadcast a "Securité" message prior to and after conducting the training. Check your fire extinguishers. Were they subject to the Kidde recall? Are they in good shape? Is the pressure gauge in the green? Do you have enough? The short answer to

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Stand by to Get Underway! (continued)

that last one is probably no. If you have a fire you will want a lot of them.

Check your mission equipment. Is your tow line in good shape? Are your dock lines and side tow lines clean and pliable? Perhaps they just need a good washing. Are your fenders inflated and soft? Is your heaving line in good shape and ready?

Does your spare dewatering device work (does the bucket have a hole in it)? Is your anchor chain or line in good shape? Have the fittings corroded at all? Are your patrol banners, national ensign and patrol ensign in good condition or are they faded and frayed?

This list could go on and on, but the goal is to take a day or two and really go through your boat with a critical eye. Open every compartment, take everything out and restow what you need. Not only will you make sure everything on the boat is in good shape but you will also remind yourself of what is actually on board.

All done? Now splash it and have a great summer!



Completing Risk Management Course (100202)

By: Rick Saunders DIR-R

If you are active in Operations you should be aware that you need to complete Introduction to Risk Management course (100202) by 30 April 2019.

If you are having problems completing this course on the Auxiliary Learning Management System on (AUXLMS) because of connection issues there are other options. You can also complete this requirement in a classroom setting, or via the Auxiliary On-Line Classroom.

With the Auxiliary On-Line Classroom <http://classroom2.cgaux.org/moodle> (login required) you find the course is in the "Training (Including Leadership)" section. With the Auxiliary On-Line Classroom course your completion does NOT get recorded automatically. If you take this option, be sure to follow the instructions in the document titled "INSTRUCTIONS: How to ensure that you get credit for training completion."

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Completing Risk Management (continued)

Basically, this tells you how to print or save a copy of your grade sheet which shows completion of the course that you send to your SO-IS for entry into AUXDATA.

You can also view the course in a classroom group setting provided that the course is viewed in its entirety and a roster sheet is provided to the SO-IS for entry in AUXDATA



What's New

Workshops for Surface, AUXAIR, and Telecommunications are [now available on the directorate site](#). **Note:** These workshops and presentations do NOT satisfy the RISK MANAGEMENT TRAINING REQUIREMENTS specified [on BSX Policy Letter 19-01 February 1, 2019](#)

Still have questions on Risk Management, PEACE, STARR & GAR 2.0? So just what is it and how different is it from our current GAR TCT and Risk Management process? Well [here is a presentation given at NACON 2018 that should help clear things up for you](#).



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