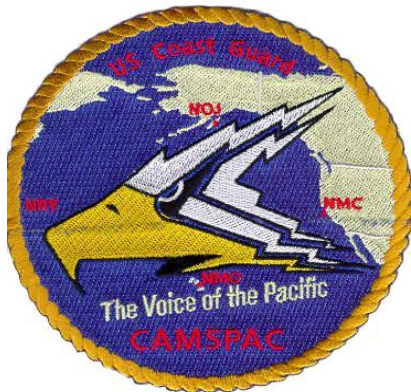


### IN THIS ISSUE:

- ♥ AUXMON
- ♥ NIGHT FLYING PART 2
- ♥ DVC-OA QUIZ



## AUXMON

*A 21<sup>st</sup> Century Mission for Coast Guard Auxiliary Communicators*

*Charles R. Rippel,  
AUXMON LANTAREA POC  
William H. Scholz,  
AUXMON PACAREA POC*

In the October 2006 issue of UP TOP, mention was made of several programs that were new to Auxiliary Telecommunications. One of these, the Auxiliary Monitoring Program or AUXMON, is described in more detail in this issue.

Mariners at sea benefit from a broad range of accurate, current information and data to help insure safe

and efficient passage. Some of this data includes Weather and Sea State Maps and Satellite images, Broadcast Notice to Mariners and Tropical weather. Additionally, there are international treaty obligations that require NAVTEX transmissions, broadcast on MF frequency of 518.0 kHz, to have a 200 nautical miles range.

The Coast Guard is responsible for distributing this important information via MF, HF and for some products, VHF radio. These transmissions are a part of what are known as Marine Safety Broadcasts. Twenty-four hours a day Seven days a week, USCG CAMSLANT and USCG CAMSPAC orchestrate a complicated ballet and execute a transmission schedule which deliver these important products to mariners at sea using high power MF and HF transmitters, huge antennas and strategically located, multiple transmission sites at remote locations such as: Boston, Miami, New Orleans, Honolulu, Kodiak, and Guam as well as the two CAMS (Communications Area Master Stations) themselves at Chesapeake, VA and Pt. Reyes, CA.

The Coast Guard has an ongoing effort to improve the  
*Continued on Page 2*



## NIGHT FLYING SAFELY PART 2

*By Steve Kokkins BC-OAT*

*This article is based on one written by Joel Stoller for AOPA who is a Boeing 717 captain for Midwest Airlines. Joel has been a CFI for nearly 25 years, and has more than 17,000 flying hours.*

*This is Part 2 of this article.*

### Looking Outside:

Use all your crewmembers to "see and avoid" at night, both aloft and on the ground. When en-route, if you see a red wingtip position light and no aft white position light, it's quartering toward you and you are to his left. A green light only, quartering toward you but you are on his right. Diverging traffic would show the red or green wingtip position light, plus the white aft position light. Not moving relative to you? Possible collision course!

*Continued on Page 2*

## AUXMON

*Continued from Page 1*

level of customer service they deliver. The CAMS are no exception. The Commanding Officer of CAMSLANT tasked his Communications Officer to find a way to monitor all of their Marine Safety Broadcasts to insure adherence to the published schedule, quality of reception and importantly, assurance that NAVTEX broadcasts were able to be copied at a range of 200 miles from the various transmitter sites and thus were in compliance with treaty obligations. Monitoring these broadcasts would be time and equipment intensive. However, this was viewed as a new and meaningful way for the Auxiliary to augment active duty forces.

The concept was passed via the Chain of Leadership and Management to the National Bridge and came to be known as the **AUXMON** program. The National Bridge directed that Monitoring activities were to be considered Direct Operational Support to the Coast Guard. Hours performing this mission would be "reported and entered in AUXDATA via an ANSC-7030 (Mission Activity Report), using Category '07D' Other Missions - Operational

Support unless otherwise directed by national staff." "Pocket Orders" were to be put in place to allow flexibility to participate in monitoring activities and respond to requests from the CAMS.

In early 2006, the Commanding Officer of CAMSLANT and his staff were briefed on the approved mission and given an operational overview. 14 Auxiliaries within the telecommunications community in LANTAREA, willing and able to participate, had been located and they generously offered their time and stations. All were aware of the importance of their individual roles and came forward with a typical Team Coast Guard, "can do" attitude. Administration of the program is via a unique restricted access Internet site that allows "all hands mailings" and a repository for files such as the Mission Overview approved by the National Bridge and a personnel directory.

The Commanding Officer of CAMSLANT approved the mission approach. He further directed that upon monitoring a discrepancy, AUXMON stations (AUXMONSTA) notify

*Continued on Page 3*

## NUMBER 4-07

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## THE DVC QUESTION OF THE MONTH

*By Byron Moe DVC-OA*

*Which side of the runway centerline are the centerline lights placed?*

*Answer on Page 6*

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## NIGHT FLYING SAFELY



*Continued From Page 1*

Awareness of traffic both aloft and aground is part of good crew resource management--employ every available resource to enhance safety.

Blue surface lights indicate the edges of taxiways, and large airports have green taxiway centerline lighting as well. Yellow taxiway center lines will arc out from the white dashed runway centerlines, leading you to taxiways.

*Continued on Page 3*



## AUXMON

*Continued from Page 2*

the on duty Communications Watch Officer (CWO) without delay. To facilitate notification, the AUXMONSTA's were directed to both a toll free telephone number and unique e-mail address. The AUXMONSTA's were to be considered ancillary to the Command and acting under the orders of the Communications Officer.

The results have been extremely positive. Phone calls and other communications to CAMSLANT requesting clarification on published broadcast times, complaints of distorted audio or in the case of NAVTEX, SITOR and weather maps, poor or distorted print issues have essentially ceased. Being able to have access to prompt reports of a problem enabled CAMSLANT personnel to take prompt, effective

countermeasures to locate and correct a problem.

One of the requirements for participation remains that an Auxiliarist must have a current Auxiliary HF Radio Facility. Also, Auxiliarists whose locations are considered coastal, that is within 25 miles of a coastline, are especially encouraged to participate. Reception of Maritime Broadcasts from a location which meets the definition of "coastal" is an important benchmark used to document reliable NAVTEX transmission distances.

Success of the program has not been ignored by the CAMS. In January, planning was undertaken to stand up an AUXMON program to support CAMSPAC and COMMSTA Kodiak. At this writing, a program to provide the same support to CAMSPAC is in its first 60 days of operation. So far, eight AUXMONSTA's in D11sr, D11nr, and D13 have been identified and "commissioned". Between 11MAR and 31MAR several "anomalies" were identified and reported to CAMSPAC and in many cases, immediate action could be taken to correct the problems identified.

*Continued on Page 4*

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## NIGHT FLYING

*Continued from Page 3*

Always check local Notices To Air Men (NOTAM) before night operations to determine the status of an airport's taxiway and runway lighting. Also: confirm the right frequency on which to activate pilot-controlled lighting. Occasionally, segments of taxiway lighting may be inoperative, adding a new hazard to taxiing at night; the line between pavement and grass may be extremely difficult to see or determine. Use caution, use the yellow centerline, and taxi slowly. Occasionally, a fuel truck or miss-parked aircraft will intrude on the path, so you and your crew should still look outside even though you are on the line.

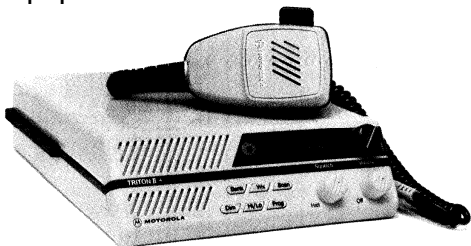
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## AUXMON

### *Continued from Page 3*

A decision has been made to split the AUXMON program management in order to reflect not only the very different geographic areas, but also the different priorities of the two Commands. As a result, we will end up with AUXMON LANTAREA supporting CAMSLANT and AUXMON PACAREA supporting CAMSPAC and COMMSTA Kodiak.

The success of the AUXMON mission to date is due to the initial investment in time by the 14 stations involved. In the 9 months of operation during CY 2006, AUXMON members submitted 1,654 hours of Direct Mission Support to CAMSLANT. Between the beginning of CY07 and March 30, 2007, 522 additional mission hours have been logged. There have been a number of Special Taskings requested by the Commands. All have been enthusiastically undertaken. This is a "no cost to the Coast Guard" mission. Everyone supplies their own equipment.



The commitment and hours invested were not ignored. Commander Godfrey (CO of CAMSLANT) generously sent each of the original Auxiliarists involved in the AUXMON program: A personal letter of recognition and thanks; a CAMSLANT Cover (Ballcap); a CAMSLANT Challenge Coin; and a suitable for framing, AUXMON "Plank Holders Certificate". Plans are in motion to recognize the PACAREA AUXMON participants as well.

By now, you may be asking "Can I be involved?" Of course the answer is **yes!** Both Commands are in need of monitors willing to invest at least 12 hours per month. While ***all will be considered***, there is a special need for those who are COASTAL, that is, located within 25 miles of shore. If you would like to be considered for participation and designation as an AUXMONSTA, please contact one of the two of us at the email addresses below. We can provide the details of qualification and can help you identify where you can contribute to the success of this very important mission, supporting the U.S. Coast Guard and the worldwide maritime community.

### POC AUXMON LANTAREA:

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## NIGHT FLYING SAFELY

### *Continued From Page 3*

Winter snow banks can cover runway and taxiway lights, although they are "supposed" to be cleared.

***The Important Issues:  
From experienced pilots,  
four major effects must be  
addressed in night flight:***

One is the optical illusion that occurs while flying over water or sparsely populated areas, leading to spatial disorientation. (Interestingly, this phenomenon is also readily seen at jet cruising altitudes.) Any widely spaced lights below, such as boats, street lamps or other isolated lights seem to blend with visible stars above the horizon, causing a sudden confusion as to what is the actual horizon. This is made worse by fixating on a light, especially if searching the dark surface.

The next is a related disorienting phenomenon in VFR conditions

***Continued on Page 5***

### NIGHT FLYING SAFELY

#### *Continued From Page 4*

(worsened by a little haze) that results when flying toward or over a large body of water. The horizon is now basically lost, and you are essentially flying in instrument conditions even though the visibility may be reported as six miles or better.

*Both of these* can lead to spatial disorientation in the cockpit while trying to establish a level pitch attitude or to complete turning maneuvers using visual cues. The lack of visual cues at night is one reason that night flying is often compared to instrument flight. If you ever begin to feel disoriented at night, use your artificial horizon and airspeed and altimeter trends to regain control while disregarding false motion sensations created by your inner ear balance system. This is a fundamental precept of instrument flying. And again, tell your crew member (pilot-not-flying) to cross check your altitude, attitude, and safe flying speed in the green arc (CRM again).

Similarly, while approaching and landing at an airport with featureless terrain and few ground lights (sometimes called "the black hole approach"), an illusion can be created that the aircraft

is at a higher altitude than it actually is. Obstacles in the approach path near the runway threshold, such as 50-foot trees, are difficult to see clearly at night until you are virtually just above them.

The third night caution involves obstacles. These come in a variety of forms, including buildings near approach paths, stacks, TV/radio antenna towers, and electrical utility towers. The most commonly observed obstacle lighting is "aviation red obstruction lights," flashing aviation red beacons that flash 20 to 40 times per minute or burn steady red on structures not taller than 200 feet. The next type you have observed is "medium or high intensity flashing white obstruction lights" on structures 500 feet or higher. (All heights here are above ground level.) A word of caution here: If the obstruction happens to be an antenna tower, there may be guy wires (steel cables) radiating from the top of the structure down to the ground, 360 degrees around. These are not lighted in any way, and they are impossible to see at night. So keep a safe distance away from these structures (1,000 feet above within a horizontal radius of 2,000 feet). These obstacles are clearly marked on VFR sectional charts — be sure that your charts are current and ***always check NOTAMS***

***before flying.*** As the "information age" is creating an ever-increasing amount of new communications towers. Also, lights can be out of service, and buried in the NOTAMS.

The fourth major concern of most pilots flying at night is engine failure. Engine failure in good weather and daylight conditions is challenging enough. Your procedures are basically the same as if the emergency occurred in daylight, and choosing an obstacle-free field, landing into the wind, is the ideal choice. Over water, your same ditching procedures are in effect; landing light on near the surface helps greatly, but the master switch goes off at touchdown. Always touch down at minimum speed—vital to staying in control and lowering g-loads on the sudden deceleration. Use your best judgment during the evaluation phase, and concentrate on flying the airplane, maintaining airspeed and airplane control on final. As PIC, you will have already reviewed and practiced the door opening and crew egress procedure for the aircraft, so we won't dwell on that now. Over land, a sparsely lit two-lane road may look suitable, but remember the hidden hazards of telephone and electrical poles and wires bordering or crossing the road.

## COMING NEXT MONTH

The final installment of our night flying article – including "Airport Lights"

### ANSWERS TO DVC-OA QUIZ

- ♥ *Opposite from the terminal.*
- ♥ *This gives an indication in low visibility situations which way to exit the runway*

## ANOTHER FAQ UPDATE

from Robert Shafer DC-Od

**Q:** Do Aviators require TCT training to maintain their qualifications? Is the CRM class they are required to take equivalent to TCT? In other words, do pilots and observers have to take TCT and the one hour refresher? If they are both a Surface Operator and an Aviator, do they have to take both TCT and CRM, or will one substitute for the other?

**A:** TCT is a requirement for Surface Operators, not for Aviators. CRM is a requirement for Aviators, not for Surface Operators. TCT and CRM are not interchangeable. Individuals who have both Aviation and Surface qualifications must fulfill the requirements for each qualification, thus must meet the requirements for both TCT and CRM.

The requirements for TCT for Surface Operators are found

within the Auxiliary Boat Crew Training Manual M16794.51A (series), Chapter 5, Currency Maintenance.

The requirements for CRM for Aviators are found in the Auxiliary Operations Policy Manual M16798.3E (series), Annex 2, Air Crew Qualification and Training, Section C, Certification and Currency Maintenance.



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