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**CAUTIOUS CURIOSITY**

*By James M. Mc Carty BC-OEI*

On April 12, 1988, an experienced member of the Japanese Red Army Faction was arrested at the Lombardi Plaza of the New Jersey Turnpike, in possession of three home made bombs by an alert New Jersey State Police Officer. Yu Kikumura had been trained in the Middle East and had entered the U.S. weeks before his arrest, traveling throughout the South & Northeast area of the country...assembling three bombs along the way, as he made his way through Philadelphia towards New York City. He intended to blow up three recruiting offices in New York on April 14<sup>th</sup>...to coincide with another bombing planned for the same day in Naples Italy.

So, what does this have to do with the Auxiliary ? Marine Domain Awareness could be summed up in two words. "Cautious Curiosity". The State Trooper who stopped

Kikumura for acting suspiciously had no real terrorism training...he was just alert, and curious about certain behaviors he witnessed that day. Who would suspect that an international terrorist would be discovered at a rest area in North Jersey ?

Details....the "devil is in the details" as the saying goes. Yes, we rely on the FBI, Police, Coast Guard, and various Intelligence Agencies to uncover terrorism and stop it before any harm is done....but, the private citizen and the Auxiliarist can also play a major role in Maritime Security by being aware of their surroundings, by acknowledging that they can make a real difference, and that real victories can be achieved by taking our role as the "eyes and ears" of the Coast Guard seriously. This concept is summarized below:

America's Waterway Watch is a coordinated counter terrorism public outreach effort by the Coast Guard, Coast Guard Auxiliary and numerous federal, state and local agencies. Much like the well-known Neighborhood Watch programs, the purpose of America's Waterway Watch is to use the "eyes and ears" of waterfront users, such as boaters, marina operators and other waterfront concessionaires, to detect and

report suspicious activity that may be terrorist related.

America's Waterway Watch involves all Auxiliaries, and bridges the gap between those performing direct operational missions and those involved in the Auxiliary's core mission of promoting Recreational Boating Safety (sometimes referred to as "operational support" activities). (source-OPR-3 web site)

The concept of multi-mission patrols reflects this new thinking. Although we continue to be concerned about disabled vessels and recreational boating safety, we must simultaneously be aware of security conditions as we patrol. Why is that boat moored under a bridge, or near a fresh water treatment facility ? Yes...they could be aground, or out of gas...but they could also represent a potential threat. Are we prepared to take the appropriate action ? Are we cautious when conducting an on-scene assessment ? One way to improve our readiness is to insure that our crew is briefed on potential threats in our patrol area, and that we have the means onboard to make proper notifications and reports, such as a cell phone or a disposable camera.

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## UP TOP IN OPERATIONS

### CAUTIOUS CURIOSITY

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If the Coxswain reviews a security checklist of potential threats, including typical behaviors that may be suspicious, and contact information with the crew prior to getting underway, we remove any doubt or hesitation that could occur if we are confronted with a situation that we have not seen before.

Our multi-mission approach must continue to stress safety of crew, even while expanding our patrol vision to include potential threats. In many parts of the country, Auxiliary patrols share the waters with active duty Coast Guard and Naval shipping. We must be aware that these active duty vessels are also on heightened levels of alert. They too are expanding their awareness of threats and are increasingly sensitive to other vessels that may approach them without notice or any apparent good reason. There are some strict rules about approaching Naval vessels that you need to keep in mind.

*First, Do not approach to within 100 yards of any Naval or Coast Guard vessel UNLESS you have contacted that vessel*

*on Channel 16, and confirm permission to do so.*

*Second, You must operate at minimum speeds within 500 yards of any Naval or Coast Guard vessel.*

These rules must be complied with for obvious reasons. Common sense dictates that we give all military vessels a wide berth so as to avoid the possibility of being suspected of being a hostile craft. Good practice also demands that we check with the Coast Guard duty officer in your AOR for any local alerts or security rules/conditions that might impact your patrol planning.

Clearly, we are not law enforcement officers... but, we can make a difference just as that New Jersey State Trooper did...by being alert, observing suspicious behavior, and reporting what we see, hear, smell, etc. while on patrol. It is critical that we know who to contact when we suspect something is not quite right, and that we understand the need to take no aggressive action. We can and must record, document and report any suspicious behavior we become aware of while on patrol. All of us who perform our missions on or near the water can and should make a



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difference; we can be that "force multiplier" for the Coast Guard...just by being "cautiously curious" about our environment, and taking the appropriate action...within the bounds of our limitations and authority...just like that State Trooper in New Jersey.

*Source: USCG Office of Boating Safety Alerts*

### SURFACE OPERATIONS

**By COMO Gary Taylor**  
**DVC-OS**

*Revised Boat Crew Training Manual and October E-10 Fuel Article*

First, let me set the record straight and give proper credit on the E-10 fuel article (Making the Switch to Ethanol (E10) Fuel) that appeared in the October UP TOP. While the article was attributed to me, it was actually written by BMC John Dingley, GC-3PCX-2 (Chief Director's Office). Thanks BMC for your valuable contribution on a important topic to UP TOP.

Now, for the biggest news in sometime:

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## UP TOP IN OPERATIONS

### SURFACE OPERATIONS

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After almost two years of effort, the Surface Ops Standardization Team (Stan Team) completed the revisions to the Boat Crew Training Manual and sent it forward for signature this past December.

The revised Auxiliary Boat Crew Training Manual, COMDTINST M16794.51A has been signed and became effective as of 01 January 2007. The three Qualification Guides (Crew Member, Coxswain, and PWC Operator) have also been updated and signed.

The manual has now been released and members should take as much time as possible to become familiar with the changes made to the Boat Crew Training Program. The electronic version is found at: <http://cgauxsurfaceops.us/ABC.TM.htm>

There are many changes in the training manual so please take time to look it over. The biggest changes are in the Currency Maintenance area (tasks and hours) and the QE Chapter has been greatly expanded to include uniform guidance on the QE appointment and training

process, as well as procedural guidance on conducting QE sessions (oral boards and underway check rides).

The DSO-OPs and OTOs received training on the revised training manual and qualification guides during N-Train 2007 in January.



### FLIGHT SAFETY NEWS

*By Donald Zinner, BA-OAT*

#### *Accident Cause Factors*

The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

1. Inadequate preflight preparation and/or planning.
2. Failure to obtain and/or maintain flying speed.
3. Failure to maintain direction control.
4. Improper level off.
5. Failure to see and avoid objects or obstructions.
6. Mismanagement of fuel.
7. Improper in-flight decisions or planning.
8. Misjudgment of distance and speed.
9. Selection of unsuitable terrain.

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10. Improper operation of flight controls

This list remains relatively stable and points out the need for continued refresher training to establish a higher level of flight proficiency for all pilots.

**Alertness.** Be alert at all times, especially when the weather is good. Most pilots pay attention to business when they are operating in full IFR weather conditions, but strangely, air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being

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**UP TOP IN OPERATIONS**

**FLIGHT SAFETY  
NEWS**

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issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

**Giving Way.** If you think another aircraft is too close to you, give way instead of waiting for the other pilot to respect the right-of-way to which you may be entitled. It is a lot safer to pursue the right-of-way angle after you have completed your flight.

**VFR in Congested Areas** A high percentage of near midair collisions occur below 8,000 feet AGL and within 30 miles of an airport. When operating VFR in these highly congested areas, whether you intend to land at an airport within the area or are just flying through, it is recommended that extra vigilance be maintained and that you monitor an appropriate control frequency. Normally the appropriate frequency is an approach control frequency. By such monitoring action you can "get the picture" of the traffic in your area. When the approach controller has radar, radar traffic advisories may be given to VFR pilots upon request.

*Obstructions To Flight*

Many structures exist that could significantly affect the safety of your flight when operating below 500 feet AGL, and particularly below 200 feet AGL. While 14 CFR Part 91.119 allows flight below 500 AGL when over sparsely populated areas or open water, such operations are very dangerous. At and below 200 feet AGL there are numerous power lines, antenna towers, etc., that are not marked and lighted as obstructions and;

therefore, may not be seen in time to avoid a collision.

Notices to Airmen (NOTAMs) are issued on those lighted structures experiencing temporary light outages. However, some time may pass before the FAA is notified of these outages, and the NOTAM issued, thus pilot vigilance is imperative.

**FLY SAFE!**



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