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**MARITIME DOMAIN  
AWARENESS  
PART 2**

*Thomas C. Mosca III  
BC-OSM*

*This is part two of four parts of this very complex activity we call MDA.*

**Consequence**

The result of a particular action or situation is a consequence. Management of a consequence is the limitation of the negative effects of an action and its effects by appropriate responses or reactions. We must always be aware of the consequences of our actions and of the actions of others, and practice "Consequence Management" at all times, particularly while on patrol. For example, a consequence of being detected by people engaged in suspicious activity might be their unwanted

attention; they might approach with possibly hostile intentions. An appropriate response would be to retreat with haste. But utilizing the principle of consequence management might have meant not being detected in the first place. A withdrawal to a safer distance and observation with binoculars instead of remaining nearby might have been the wiser action.

**Where to look**

Military installations, malls, bridges, and other High Value Assets (HVA) are tempting targets for terrorists and other miscreants.

Military installations are frequently located on waterfront sites. For example, in Virginia there are military bases of each of the armed forces located on waterfront sites, such as Naval Station Norfolk at Hampton Roads, Langley Air Force Base on the Poquoson River, U.S. Army Transportation Center at Fort Eustis on the James River, Marine Corps Base Quantico on the Rappahannock River, and numerous Coast Guard stations. It is not uncommon for an Auxiliary patrol to pass nearby more than one military installation in a day.

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**TCT  
ENHANCEMENT**

**Pre underway Check List**

The subject is required to be performed on all OPFAC. Do not pass it off as another red tape nuisance. It is important that all crew members on board know exactly where every item is located and that is still in its designated location. There are many causes for vital items to have been misplaced. Unwelcome visitors or even a friend who borrowed a PFD or a flashlight for example. When you do such a check, do it right.

**MOB Exercise**

Man over Board exercise is a required part of crew training on a regular basis. Is it good enough to use a life cushion as MOB and pick it up with a boat hook?

Picking an injured person out of the water is an entirely different matter.

If you cannot rig up an OSCAR try a five-gallon can, sealed, with 2 gallons of water in it. This will require two crew and possibly something more than a boat hook to get it aboard.

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## UP TOP IN OPERATIONS

### WATER TEMPERATURES

*By Tom Mosca BC-OSM*

It may be hard to believe, but temperature is going to drop sometime (I hesitate to say soon, considering how warm it is today). A brief review of the Operations Policy Manual and cold-water operations is appropriate.

- ♥ When must we wear hypothermia protective coveralls? Hypothermia protective coveralls, which many of us call Mustang Suits, are required when the water temperature is between 60° F and 50° F.
- ♥ When must we wear dry suits? If water temperature and air temperature are both below 50° F, dry suits are required. One must be trained to wear dry suits, and the appropriate gear must be worn. This includes specified underwear and socks, etc., and a PFD if the dry suit has less than 17.5 pounds of buoyancy.
- ♥ What is required if the water temperature is below 50° F and air temperature is above 50° F? The best way to answer this question is to observe that

dry suits are not required. It is always permitted to be safer than the rules require, so dry suits may be worn, but the Mustang Suit will suffice.

- ♥ When air temperature is uncomfortably warm, may we remove the Mustang Suit while on patrol? The short answer is no. However, some commands may permit accommodations to suit conditions. **On a case by case basis**, the Sector Commander (or equivalent) may waive the requirement to wear the hypothermia protective device. Also, coxswains should consult their unit standing order. Some allow the suit to be unzipped to allow some air circulation, or if the Auxiliarist is below decks it may be peeled down to the waist. If it is so hot that the Mustang Suit cannot be tolerated, our options include termination of the patrol, or to go ashore and assume B-0 SAR Standby status. Local variations should be verified by the coxswain, usually by reading the unit standing order, or SOP.

May float coats be substituted for the hypothermia protective device? Coxswains **may not** authorize the Substitution of

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Float Coats. However, if a waiver is obtained to wear float coats, then it is required to have the hypothermia protective devices onboard and readily available.

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### PRE-FLIGHT BRIEFING

*By Jim Fellers, DFSO, 9WR*

A briefing to passengers and crew is required under the Federal Aviation Regulations (FAR) and makes good sense for us as pilots. For Auxiliary flights there are additional requirements spelled out in the OPM.

In 14 CFR 91.107 the basic legal requirement is spelled out in (a)(1): **No pilot may take off a U.S.-registered aircraft unless the pilot in command of that aircraft ensures that each person on board is briefed on how to fasten and unfasten that person's safety belt and, if installed, shoulder harness.**

In (a) (2) of 91.107, the FAR includes:

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Electric power generation plants are often located near navigable water, and have long been considered targets of conventional warfare. They are no less attractive to extremists, and some, particularly nuclear plants, are even more so. A strike at a nuclear plant could disrupt services to a far-wider geographic area than shutting down a coal-fired plant. In addition, the potential to release deadly materials contributes to the cause of terrorism. Auxiliary patrols should be aware and vigilant in the vicinity of any power generation plant. Be especially cognizant of plant security, as some, especially nuclear facilities, are closely guarded and patrolled by armed security forces. Do not approach too closely without good cause, and confidence that the Auxiliary patrol itself won't be considered a security breach.

Airmen are reminded that current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF, and more conveniently, from DUAT. Notices, restrictions, and

advisories may change at any time and without notice. Do not attempt any operation in the National Airspace System without first obtaining and understanding a thorough pre-flight briefing. Pilots should avoid the airspace above or in proximity to many HVAs, including but not limited to refineries, electric power generation plants, dams, industrial complexes, etc.

Oil refineries are attractive to extremists for reasons similar to those of electric power generation plants. While not a source of radio-nuclides, the environmental damage that could be caused by an attack on a refinery or a tanker serving the facility could be tremendous. Disruption to fuel supplies could have widespread effects.

It is well known that terrorists strike locations such as shopping malls and theme parks that have large numbers of citizens present. While most of these facilities are located well inland, some are located on waterfronts, such as the Norfolk, Va. Waterside Convention Center.

Bridges and tunnels have always been a likely target of conventional warfare, and the reasons for this also apply to terrorism. Bridges are vitally important to the

infrastructure of a region. Some are more so than others, for often a single bridge is the only overland access to a large geographic area. A strike at a bridge could be devastating at a time of high-volume traffic, and could have long-lasting effects if it disrupts supplies of food and materials, or personnel vital to regional facilities.

Many areas have HVAs that are unique. Description of such facilities is outside the scope of this article, but should be familiar to Coast Guard and Coast Guard Auxiliary personnel who patrol the area. Some AORs are quite large, and a particular Auxiliary facility may patrol one region one time, and another later.

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***Targets of Opportunity***

Targets of opportunity are assets that are not necessarily at a fixed location and may not be present on consecutive patrols. Examples include ships and yachts. The USS Cole was probably a target of opportunity. Even though the terrorists may have planned the bombing of an American warship well in advance, it is not clear that they knew which ship they would attack until immediately prior to the event. It is much more difficult to know what we can do to help protect such targets, for not much will be known in advance. The location of the target, the date, the size and value of the target, are all things that cannot be anticipated. However, we can make ourselves familiar with many of the general forms these targets may take.



***Binoculars***

One of the most important pieces of equipment to have and use in situations requiring detailed inspections are a good set of binoculars.

Some things that are important to look for may be impossible to see without them, and certainly binoculars will help the Auxiliary facility to stay farther away from potential harm.

Much of the discussion

on observations from a surface or air facility applies to observations from shore. But, it is less likely that binoculars will be available, and certainly there will be no access to radar. However, it is not unreasonable to carry a small monocular and a hand-held compass in one's car or briefcase. It is good practice to always have a pen and something on which to take notes.

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Among the information that may be needed are identifying markings on a vessel, such as name, state registration number, the flag of the vessel and the hailing port. The paint scheme should be reported as well as equipment on board, such as antennas, welding equipment, pumps, etc. When observing ships, it may help to have a transliteration table. Tables of Russian, Greek, and Arabic characters and English equivalent are most likely to be useful.

The exact location of a movable target can be difficult to visually determine from a distance, but radar can be used to provide a fix on the object. The location can be given relative to fixed objects in the area.

Photographs and video footage can provide valuable information, which can be reviewed at a later time, and by expert analysts. **Be careful about making images of military installations**, as often this is frowned upon or even prohibited. If photography is used, be aware of the position of the sun and the effect of shadows or glare on the

image. Try to shoot pictures from different angles. Focus is important in showing details. If attempting to show details, try to place the object so that it occupies 2/3 to 3/4 of the center of the frame. Try to frame the photo so that something in the background will give a reference to size and position. Black and white film will often be preferred over color. When photographing vessels, shots from many angles around the vessel will help, along with close-ups of special equipment and antennas. Be aware that while photographing it is more likely that you will be detected, and that while your attention is focused on your own activity, you risk not noticing detection. This can be dangerous, and must be avoided. Safety of your vessel and crew is your first priority.



**PRE-FLIGHT  
BRIEFING**

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**No pilot may cause to be moved on the surface, take**

**off, or land a US.-registered civil aircraft unless, the pilot in command of that aircraft ensures that each person on board has been notified to fasten his or her safety belt and, if installed, shoulder harness.**

At a minimum, a pilot in command who briefed the crew and passengers on the use of seatbelts would satisfy the legal duty of the FAR. In most of our operations we want to cover more than just the minimum for our flight.

For AUXAIR operations we need to include the items mentioned in the **OPM, Annex 1, Section F**. Briefly, those include mission related items; such as mission purpose, area, communications, call signs, crew responsibilities, Risk Assessment and Crew Resource Management, as well as Safety items: such as use of personal protective equipment, emergency signals and procedures and other applicable safety information.

One of my best flight instructors shared an acronym for the briefing that I have found useful as pilot in command and for instructing my own students.

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## UP TOP IN OPERATIONS

### PRE-FLIGHT BRIEFING

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The word SAFETY can be used to build a briefing that covers legal minimums and many other things we need to share with crew and passengers before a flight.

**S** refers to the use of seatbelts and shoulder harnesses. Insure that all passengers know how to properly wear, adjust and release them. Also as a reminder that **NO SMOKING** is allowed.

**A** is for air vents, including the heater and defroster vents. This is important for comfort of everyone and, in the unlikely event of a fire; we want the people on board to know how to close the vents to prevent feeding oxygen to a fire. Also, if the cabin is filling with smoke, we may want the vents open to help clear the smoke. A little bit of time in the briefing may save some confusion later.

**F** refers to the location and use of the fire extinguisher. Make certain that the person is aware of how to find and operate the extinguisher.

**E** covers the operation of the exits in the aircraft. Make sure that people know how the

latch and door work. At the same time give some instruction about an unintended off-airport landing. Tell them to have the door open before the landing. That is so the door will not become jammed in a closed and locked position. Another helpful instruction for many aircraft is to re-close the latch after the door is open. This prevents the door from shutting and re-locking before we can exit the airplane. Another good part of the briefing is to remind people to move away from the airplane after they get out. Move to a safe distance, unless someone obviously needs assistance getting out.

**T** is for talking. A sterile cockpit is important for us as pilots, especially during critical times such as taking off and landing. A good non-verbal cue is the raised index finger to let people know you are busy. Cover what this means beforehand and it may save some ruffled feathers during the flight.

**Y** is the easy letter to remember. It is for **YOU**, because you are the pilot in command. The safety of the flight is your responsibility.

# SAFETY

Other items may be useful in a preflight briefing for a particular flight or aircraft. The use of SAFETY has worked well for me for many years.

### TCT ENHANCEMENT

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**Reduced Visibility** Have a guided discussion of the subject. With emphasis on the definition of reduced visibility, what is a safe speed under these conditions, remember to take a positional fix upon entering into an area of restricted visibility. You want to post a lookout at every station. It is sometimes better to stop way totally, but know where you are stopping.

Brush up on the Sound signals for reduced visibility. Remember your ears may deceive you.

If you have Radar you must use it.



