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You Too Can Contribute to Contingency Planning

By Murrianna K. Thomson, BA-OIM

There are many ways that you can assist the Coast Guard and the Coast Guard Auxiliary to improve our level of preparedness. There are contingency planning efforts happening at all levels of our organization and at Coast Guard sectors all over the country.

Contingency planning takes some time, imagination and hard work. Given our nation's heightened awareness of various threats, information about both personal and organizational preparedness is easy to find.



The government agency responsible for preparedness and response is the Federal Emergency Management Agency

(FEMA). Their website is replete with courses, disaster information, lessons learned and tools for use in both planning and response.

One way to gain additional knowledge is to take one of the many free online courses offered by FEMA through the Emergency Management Institute's Independent Study Program (<http://training.fema.gov/IS/crslist.asp>). There the Auxiliary member will find courses to increase his or her knowledge of emergency management and preparedness

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**Emergency Communications
Mass Notification in the Auxiliary**

By: Steve Pegram, CEM, BC-OIS
Incident Management Systems

Did you know that the Auxiliary has a partnership with 3n – The National Notification Network and has deployed their award winning web-based system to allow leaders at the Flotilla, Division and District levels to communicate with members?

This system was used to communicate with



Auxiliary members during the recent ditching of a USAir flight in the Hudson. It was also used to warn members, account for member

life-safety, and to deploy assets during Hurricanes Gustav and Ike.

During Gustav and Ike, District 8CR leadership used 3n to account for the life-safety of members as required by the COMDT and to deploy Auxiliary assets post-storm. The District originated nearly 8,000 individual messages to about 2,000 District members.

In the past, we would have used a manual call tree process that would have taken the efforts of many people over most of a full day to contact our members. Utilizing the 3n system, a few key leaders were able to contact and receive conformation from members in minutes with just a few key strokes.

Manage the mission; automate the process.

Some Division Commanders reported 85%+ response within 15 minutes of message origination. Nearly 92% of members were accounted for via the system. This freed up member assets to manage mission-critical functions.

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What About ICS 210?

By: Linda A. Nelson, DVC-OI

I would like to uncover some of the common questions from the field and provide some answers and references!

What is ICS 210?

ICS-210 *Initial Incident Commander* is designed for Single Resource Leader/Type 5 and Type 4 Incident Commanders. This four hour course consists of an overview of the ICS principles and protocols applicable to small incident management. The course specifically focuses on initial incident assessment, initial incident management (includes assuming command, organization, and execution) and the development and use of the ICS-201, Transfer of Command, and the ICS-204 form. The course prerequisites include ICS-100 and ICS-200.



Who should take ICS 210...and what is a Single Resource Leader?

In the CG Auxiliary, you need to take ICS 210 if you are a coxswain, a pilot or hold the Trident designation. You are "team leaders" of a single unit resource (read boat, plane or team). You need to know more about the processes and paperwork involved in the early stages of an incident, especially if you are the first on scene! You may also need to take this course if you work directly with the Coast Guard and the command feels that it is necessary.

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Reminder – ICS-210 must be completed by all Coxswains, Pilots, & PWOs by 31 Mar 2009. Contact your FSO-MT to find a course if you have not completed it yet.

Radio Communications on Patrol

Tom Mosca III, BC-OSM

How Auxiliarists conduct themselves on the radio has far-reaching implications. We need to be competent, and to present a professional appearance. Many aspects of patrol communications are sufficiently important to warrant a review. There are several things we can do to enhance communications, and convey competence to those who are listening.

Often all of the local Coast Guard units will use one or two VHF-FM channels. This can lead to a very congested condition. Brevity on the part of all concerned is vitally important.

Coast Guard units that may be at long range use these same few channels. Listen to other radio stations on the channel. This will provide information on propagation conditions. Radio communications depend on atmospheric conditions. Under usual conditions VHF radio is reliable at line-of-sight distances, which depends on the height of both the receiving and transmitting antennas. If propagation improves substantially, it is often actually bad for communications reliability, as radio transmissions from distant stations will interfere with local communications. When propagation conditions are good we will hear other stations and they will hear us, creating additional congestion. On the other hand, if propagation is poor, communications may be noisy and difficult to understand even locally.

The communications professional must modify his/her style to suit conditions. If radio communication is good, and it seems that both parties are hearing each other well, **do not** repeat and **do not** read back. Repetition doubles the on-air time consumption, and under good conditions is wasteful. On the other hand, if communication is poor, it may be wise to repeat important information, rather than waiting for a request to retransmit. Base this decision partly on information gained from

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What About ICS 210

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How do I get ICS 210?

ICS 210 is a course that requires classroom attendance and it is given by qualified Coast Guard instructors. If you are located near a Coast Guard facility, the course might be offered there and Auxiliary members are eligible to attend on a space available basis. Other than that, you should contact the District Coordinator via the chain of leadership to identify course locations or arrange for a facilitator.

To find a class in your area contact your FSO-MT

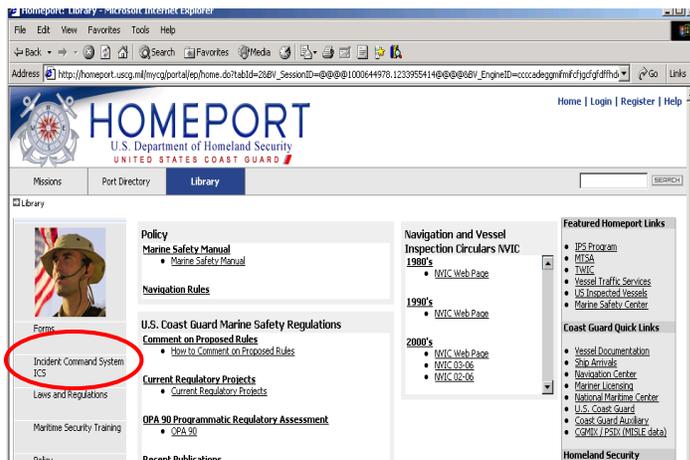
Can I get a waiver for ICS 210?

At the time of this publication, there is no indication that a blanket waiver will be issued. The deadline for completion of ICS 210 is March 31, 2009. Failure to take ICS 210 by this date will result in a status change to REYR.

Where can I find other information about the Coast Guard and ICS?

There is a section of the Homeport Library dedicated to the ICS program. Access the Homeport website via this link - [Homeport: Missions](#). Go to the section marked as "Library".

Click on the ICS section of the left sided menu.



Here you will find a wealth of information and tools to keep you informed and provide support if you are involved in an incident. Check it out!

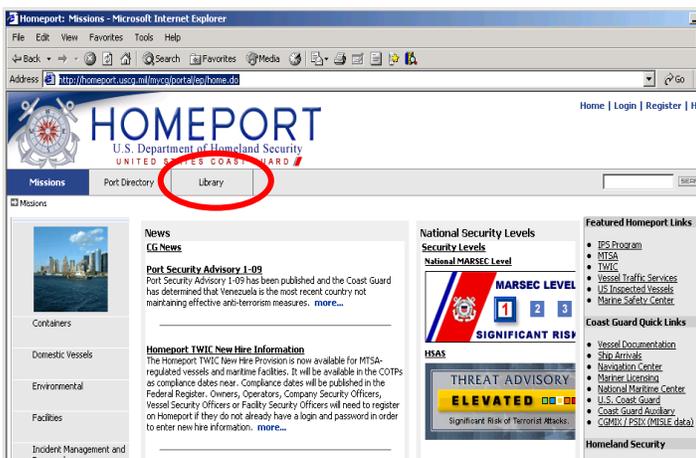


Where did that phrase come from?

Contributed by: James M. Mc Carty, BC-OEI

Three Sheets to the Wind

A sheet is a rope line which controls the tension on the downwind side of a square sail. If, on a three-mast fully rigged ship, the sheets of the three lower course sails are loose, the sails will flap and flutter and are said to be "in the wind". A ship in this condition would stagger and wander aimlessly downwind.



Communication & Notification

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The system is also available for non-emergency use. You can setup recurring notices, such as Flotilla meeting reminders.

You can build e-mail bang lists online rather than on your laptop. The advantage to using 3n for your e-mail bang lists is that everyone is working from the same bang list, thus providing a Common Operating Picture to all stakeholders.

Would you like to deploy this no-cost system in your AOR? If so, please encourage your district leadership to contact me and we can discuss ways to automate critical notification and communications in your neck of the woods. We're here to make this tool useful for you in your area.



Finally, check the Operations website often for further information and systems coming online to help with incident management, contingency planning, and communications.

Contingency Planning

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beyond the ICS courses required by the Auxiliary.

Are you interested in helping the Coast Guard with planning? Were you aware that there is a PQS ([Personal Qualification Standard](#)) for an [Auxiliary Assistant Contingency Preparedness Specialist](#) (AUX-ACP)?

The intent of the PQS for the AUX-ACP is to assist the Auxiliarist to obtain the minimum competencies to assist their local sector in planning for various incidents. Auxiliarists may need specific security clearance levels as determined by the command.

The first step in the journey is for the member to request to augment in their local

sector's planning department. Once a need has been determined for assistance and the Auxiliarist has been accepted to augment, many activities can be performed for the department while they are studying to become an AUX-ACP. Working in the planning department will allow the Auxiliarist access to the manuals, information, and experiences necessary in order to complete their PQS requirements.

The Auxiliary member can play an important role in planning for the next disaster. We can be Semper Paratus to face "All Hazards, All Threats" with vigilance and sound contingency planning.

Bob Whyland, Editor
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Number 3-09

Editor's note: All pictures in this edition are from the Coast Guard Visual Information Gallery

Radio Communications on Patrol

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passive listening and partly on your own experience that day.



U.S. Coast Guard photo by Lt. Cmdr. C. T. O'Neil, Seventh District Public Affairs

Listening will also provide information on the level of use by other parties. If there are ongoing emergency situations, then communications between those parties should be monitored. By listening closely, the pattern of transmissions can be used to your advantage. Wait for an opening in which you have reason to believe your transmission will not interfere with vital information being passed between others. Also, you may be called in to support the emergency crews. It pays to be as fully informed as possible.

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Radio Communication on Patrol, Cont.

Frequently your local SOP will specify a timetable for routine “ops and position” reports. Whenever possible, use the schedule. It helps to spread out the use of the crowded channel, and reduces interference. Always use low power when possible. If reliable communication can be accomplished using one or five watts, this will alleviate some congestion.

Certain information is inappropriate. For example, it is usually not necessary to explain why a decision was made, or why an action was undertaken. If the information is not necessary, then it is wasteful to transmit it. If the other party is not going to use the information, don't transmit it. As an example, suppose you were in the radio shadow of a bridge and missed a request for an ops and position report. When you reestablish communications and give the report, the watchstander has what he needs. If it is unlikely that the condition will recur, then you should save the explanation for later.

If possible, have a cell phone available. It should be used when detailed explanations are necessary. The cell phone is also more secure than VHF radio, and should be used when information is sensitive. Avoid identifying yourself to possibly dangerous elements or criminals; use the cell phone to report suspicious activity. If on a SAR case and severe or mortal injuries must be reported, you don't want families to learn about it on the news or from gossip; the cell phone is preferred over an open radio channel.

For routine communications, such as ops and position reports, it is common for the controlling station to call each of the boats and make the request. Procedures vary somewhat from place to place, but the usual pattern is to establish a clear link and identify both parties, request and then provide information, and close the communications. It is not good

practice to anticipate the request. Even when absolutely certain what the request will be, wait until it is made. The reason is simple. **Good habits practiced under good conditions lead to safe operations under stress.** A clear and well-established pattern of communications practiced frequently during routine patrols is a habit that will save the day when we are in an emergency situation. It is comforting and practical to be able to communicate with good procedures, habitually and without having to think about it.

No matter whom you hear doing it, or how many times you hear it, please don't “double click.” Except under unusual conditions (usually combat) it is poor procedure. Set a good example.

Our radio communications are often the only exposure Coast Guard personnel have to us as individuals. Their confidence in our competence may depend entirely on how we conduct ourselves on the air. When the radio operator is brief, clear, and professional, Coast Guard personnel are more likely to trust that vessel to carry out an important mission.

Low and Slow Flight – A Potential for Danger

by Steven Kokkins, BC-OAP

Federal Aviation Administration information specifies, “The leading causes of Part 91 fatal accidents are stalls and loss of horizon.” They also indicate that unnecessary Low Flight and hitting ground or water (often combined with the above) are important contributors.

Many Auxiliary air missions require low, slow and turning flight: requiring good Crew Resource Management (CRM) and the maintenance of safe margins over stall. This is especially true in turns which should never be steep, since load factors go up fast. The load factors go up just as much for experienced

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Low and Slow Flight Cont.

pilots as they do for “newbies”!

We hear this so often we tend to ignore it, but the numbers still say too slow, too steep a bank, outside distraction, (plus a little top rudder for good measure) still are the #1 culprits leading to the deadly low stall-spin accident. This has most likely been true since the advent of flight. Take the time to revisit your practices for low, slow and turning flight. I have had many experienced aviators, civil and military, tell me that they maintain generous speed margins, and reasonable bank angles when doing this type of flying.

You and your crewmember must be communicating and sharing decisions and actions agreed to by you and the crew:

- Who is looking outside (observing/searching), and who is flying? Not the same person. Is the pilot or person not flying knowledgeable and have they agreed with you to provide constant callouts of decaying airspeed and altitude, or increasing bank angle.
- What are your mission tasks, and do they jibe with your Risk Assessment? Low altitude photography or vessel ID may be your task, but it is always up to you—with crew participation to compare Gain with Risk. This mandatory Auxiliary procedure is started before flight and involves the crew, and then is updated with them in in-flight discussions when things change!
- What is the range of bank angles to be attempted? In level turns this should be about 30° max for the aircraft we fly. You already know that load factor is raised only 15% at 30°, but over 40% at 45°. Stall speed goes up by the square root of the load factor. Standard SAR search patterns are based on standard rate turns (3° heading change per second), which is a 15° bank for a Warrior/172 type aircraft at 90-

100 kts, and 20° for a faster aircraft at 120-125 kts. So a max of 30° is not unreasonable and is much safer than larger angles, which will inevitably occur transiently. Yes, you practice steep turns, but **not** on safety patrols while observing.

- What is your indicated airspeed range so as to be always safely above stall (accounting for turbulence, less-than-perfect speed control, etc.)? Example: if our aircraft has a Vs (stall speed) in level flight at normal operating configuration of 62 kts, a 30° bank makes that 67 kts. A 30% margin (the old 1.3 Vs) then makes the minimum speed to be used 86-87 kts. In a Seneca/Bonanza with Vs of 69 kts, this might be 69 x 1.15 x 1.3=102-105 kts; a Baron, 112-115 kts, etc. Minimum. None of us is perfect. That entire margin will be used up if suddenly a 45° bank “happens”. Also, with the rapid increase of turn radius with speed, in higher speed aircraft there is always the temptation to use steeper banks (higher load factors). There is a good reason that USAAF observation aircraft were made to fly slowly.

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