

Volume 1

May 2020

Professionalism in Auxiliary Aviation

By COMO David Starr, DVC-RA

Auxiliary Aviation and Professional.

Do those words belong in the same sentence? I would hope so.

Professionalism in aviation is the pursuit of excellence through discipline, ethical behavior, and continuous improvement.

How “professional” are we as members of Team Auxiliary Aviation?

We have all have heard the phrase **“Perception is Reality”**. I’m not sure I totally agree with it or that it gives a fair assessment of an individual, a group, or an organization, but it (perception) is real.

So, what does the phrase mean anyway?

It means...that for others, be they your peers, subordinates, or superiors, how they perceive you is reality to them. How you perceive yourself has nothing to do with it.

Studies have shown that when first meeting someone we usually form our opinion (perception) of that person within 90 seconds...and remember they are also forming an opinion of you.

So, as an Auxiliary Aviation Team member (Pilot,



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Aircrew, or Observer) how do you think you are perceived in that first 90 seconds...by your Active Duty Air Station? Your Sectors?

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How about your fellow Auxiliarists who are not involved in Aviation?

What was your demeanor? Was it relaxed yet professional and accessible or stiff, aloof and possibly standoffish?

Assuming you are in uniform, flight suit, ODU, or Trops, are you wearing it correctly? Is it clean and neat with proper cover and foot wear?



Over the years I have seen white tennis shoes worn with flight suits at least twice on an Air Station and at Naval Air Station Pensacola, a flight suit with boat shoes and no cover. What do you think the 90 second perception, both Active Duty and fellow Auxiliarists, was on those occasions?

Your behaviors and their results matter infinitely more than your intentions. Remember Actions Speak Louder than Words.

Professionalism, Discipline, Ethical Behavior, and Continuous Improvement are the core actions we need to increase as we strive for excellence in aviation.

Some of the areas where we should focus our professional development efforts would be...

Recurrent and Proficiency Training...

Participating in a continuous proficiency program, with varied flight and airmanship knowledge challenges, gives us confidence while keeping our airmanship skills sharp.

Good Judgement... This can be demonstrated by sometimes saying "No" to, or deferring to another day, a mission where the Risk outweighs the Gain. Safety of your crew, your passengers and yourself are your first priority.

Adherence to CG, AuxAir, and FAA Regulations and Guidance... Remember if you are involved in an accident or mishap, adherence to the regulations could save your wallet...and your bacon.

Uniforms and PPE... We need to be our own "uniform police". Is the entire crew in proper uniform, clean and well maintained? How about your Personal Protective Equipment (PPE)? Personal Locator Beacon (PLB) expired? Fresh batteries in your strobe, flash light, etc.?

Demeanor... Relaxed yet professional. You (Pilot, Aircrew, or Observer) set the example as you are the face of Auxiliary Aviation to the Active Duty and your fellow Auxiliarists.

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Your Facility...Is it well maintained? FAA and AuxAir required inspections and offer for use up to date and logged? If you have an accident or mishap your logs will be inspected. Is the cockpit organized and clean? Is it a cluttered stinky boar's den? Is it cluttered with old water bottles and food wrappers from your last 3 flights?

Perception is Reality.



A New Era for the Auxiliary: The Auxiliary and Sea Scouts Work Together for America

By David Larkin FC, Juneau, AK, and Bruce Johnson
DVC-HY

The U.S. Coast Guard Auxiliary and Boy Scouts of America have entered into a relationship that is mutually beneficial to both organizations. As this relationship develops, there are several things that Auxiliary response personnel should consider.

The Memorandum of Agreement (MOA) among the US Coast Guard Auxiliary, the Boy Scouts of America (BSA), and the Coast Guard Auxiliary Association, followed more recently by the

Auxiliary – Sea Scout Youth Development (AUXSCOUT) Program Standard Operating Procedures (SOP), has firmly established a new era for the Auxiliary. The MOA and SOP spell out the Auxiliary's and BSA's commitments to one another, as well as how the Sea Scouts and Auxiliary should interact. Among other commitments, the Auxiliary has adopted the Sea Scouts as its official youth program and has committed to providing maritime training including underway training on auxiliary facilities to Sea Scouts.

Auxiliary response personnel should understand how the commitment to the Sea Scouts relates to surface operations. Auxiliarists may provide shore-side and underway training for Sea Scouts who are not Auxiliarists in support of their Sea Scout advancement program. Additionally, Sea Scouts who are at least 14 years old may apply for full membership in the Auxiliary. These Sea Scout – Auxiliarists can train and become qualified as boat crew members, Aircrew, or Air Observers. If a Sea Scout – Auxiliarist is under 17, they may also train



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but not qualify to be certified as a Coxswain, Personal Watercraft Operator, Paddle Craft Operator, aircraft commander, first pilot, or co-pilot. Although training young Sea Scouts boat crew skills may be new for the Auxiliary, it is not unusual for the Coast Guard. Remember that most of their new enlisted and academy cadets are about 18 years old. By training these younger Sea Scouts, whether they are Auxiliarists or not, the Auxiliary develops safe boaters, as well as gaining capable boat crew who will contribute to the Auxiliary's operations mission for decades, while also providing highly trained and experienced personnel to the Coast Guard if they decide to join.

There are some training requirements Auxiliary members need to complete so that they can interact with Sea Scouts under the age of 18. Auxiliarists working directly with Sea Scouts must complete the Boy Scouts of America's Youth Protection Training (YPT). This is a Coast Guard requirement that is intended to protect both the youth as well as the Auxiliarists. All Auxiliarists are strongly encouraged to proactively take YPT training, and anyone working with Sea Scout – Auxiliarists who are qualifying for Boat Crew or providing underway training must complete YPT training. (Note that many other Auxiliarists are required to complete YPT training if they have other responsibilities working with Sea Scouts. Details of who are required to complete YPT

training can be found in Section 1.b of the AUXSCOUT SOP.) YPT training is available online at <https://www.scouting.org/training/youth-protection>. It is easy to complete, and free. Note that you do not need to be a BSA member to take this training, and your personal information will not be used for any purpose other than to record your training completion. Once done Auxiliarists should give a copy of the YPT

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completion certificate to their Flotilla Commander who will send it to DIRAUX for entry into AUXDATA.

A key take-away from the training is that Auxiliarists must never be alone with a Sea Scout youth. There must always be another adult present. (It does not have to be another Auxiliarist.) Auxiliarists must not email, text, message, or call any youth

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without including another adult. This is for both the youth's and the Auxiliarist's protection. There are other YPT-related requirements that must also be followed. [See AUXSCOUT SOP for Details.](#)

All Auxiliary boat crews are expected to have strong mentoring skills and prior experience working with youth or younger trainees, and shall carefully read the information provided in AuxBWiki (<https://tinyurl.com/AuxBWiki>) prior to such engagement. At least one Auxiliary member participating in a mission involving an Auxiliary surface facility, lead or crew, shall have successfully completed BSA Safety Afloat and CPR training prior to commencing the mission.

Sea Scouts and Sea Scout leaders must be outfitted with all Personal Protective Equipment (PPE) as required for Auxiliary mission performance. Sea Scouts and Sea Scout leaders who are not Auxiliarists should be provided with appropriate PPE as necessary to augment PPE provided through their Sea Scout membership. If the coxswain intends to include Sea Scouts on a patrol, that fact, including Sea Scouts' names, should be included in the AOM patrol order request in the comments field.

Auxiliary facilities with Sea Scouts aboard shall not be scheduled for Search and Rescue (SAR) standby duties or SAR response missions. If an Auxiliary facility with Sea Scouts aboard must respond to a

SAR incident, the Sea Scouts shall not be involved in the operation.

If the youth (Auxiliary or not) is under the age of 17 then an appropriate BSA activity consent and approval form is required and must be presented for visual confirmation to the Auxiliarist-in-charge prior to each mission commencement. The consent form should be retained by the Sea Scout leader, not the Auxiliarist.

This is a new and exciting time for us in surface operations. We now can train and mold young adults into competent, professional mariners, and provide them with opportunities that may lead them to a career in the sea services or maritime industry.

Postscript: All Auxiliarists are strongly encouraged to thoroughly familiarize themselves with the AUXSCOUT program and successfully complete the BSA Youth Protection Training (YPT). Auxiliarists who have the potential to directly interact with any members of the BSA who are under 18 years of age on a regular basis shall:

- a) Read and be thoroughly familiar with the Auxiliary – Boy Scouts of America –

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Coast Guard Auxiliary Association, Inc.
Memorandum of Agreement of 25 Aug 18.

- b) Read and be thoroughly familiar with the Auxiliary – Sea Scout Youth Development (AUXSCOUT) Program SOP of 14 Apr 2020.
- c) Be current in AUXCT (Auxiliary Core Training).
- d) Successfully complete the BSA YPT and provide proof of such completion to your Flotilla Commander prior to such interaction. This training must be renewed every two years in order to remain authorized to engage in the AUXSCOUT program

The MOA and SOP are available from the [Coast Guard Auxiliary Youth Programs](https://tinyurl.com/Auxiliary-Youth-Programs) page at <https://tinyurl.com/Auxiliary-Youth-Programs>



Operational Currency Maintenance Challenges for Surface Operational Members

By Paul Shooshanian, DVC-RS

Reprinted from **Mainstream** August 2018
from D9CR

This article is devoted to increasing the general knowledge base of the deck plate member, relative

to the ins and outs of currency maintenance. A common term in the Auxiliary, which describes the temporary loss of certification, is REYR (Recertification required for failure to meet Yearly Requirements.) We will look at several common variations of how a member can lose their qualification:

1. Not meeting minimum yearly underway hour requirement (12 hours)
2. Not completing required Team Coordination Training (TCT) requirements
3. Not completing Operational Workshop when required by National
4. Not successfully completing required 3 year check ride



Photo by Kristen Iglesias DSO-PB D9CR

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Operational Currency Maintenance

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Hours only loss of certification.

If a member is in REYR for zero hours from the previous year they need to complete 12 hours minimum as a trainee or the required makeup hours, adding up to 12 from what has been documented from the previous year. These trainee hours will be recorded in AuxData II at the time the orders are approved for that patrol. It is important to the process that these orders get submitted and approved quickly, so that the member can be removed from REYR. The coxswain of the patrol must note when completing the patrol in AUXDATA II, to remove the member from REYR. The Information Services team can then do their part to fix this problem when they review the completed order. It might be prudent to give the IS team a heads up that this request is headed their way. Please note that these trainee hours do not count towards the member's required 12 underway hours for the year, even if the member has more than 12 trainee hours.

TCT and / or Operational Workshop, when required, loss of certification.

If a member is in REYR for not attending TCT or workshop required presentations they simply need to coordinate with a qualified instructor and get the training. This year some of this training has been made available online via Go-To-Meeting. After the member has taken the required course(s) the instructor will add a note in the remarks area,

on the 7039 reporting form, to remove the member from REYR. The member is responsible to make the instructor aware of their situation.

Hours and 3 year check ride loss of certification.

When in this situation a member can complete either one first. Whichever requirement is finished last, the member needs to make the Qualification Examiner (QE) or Patrol Coxswain aware of it. Proper notification can then be made on the forms they submit on your behalf.

This is an example of a REYR situation that had negative results; there are many variations to this:

1. A member loses their certification (REYR) for zero hours underway and 3 year required check ride in 2014.
2. The member does not get underway in 2015.
3. The member does not get underway in 2016.
4. Member completes a 3 year check ride, 12 trainee hours, operations workshop, TCT requirements and gets out of REYR, but does not complete any underway time in their qualification in 2017.

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5. The member does not get underway in 2018.
6. In January of 2019 the member is removed from the operations program for having zero hours underway for 5 years.

At this point because of the qualification loss, if the member wants to get back into the program, they must requalify by re-doing the initial signoff process at the Crew or Coxswain qualification level they were at when they were removed from the program. This process is in place to make sure that the member can safely and efficiently do what is required while on patrol, representing the Coast Guard in our patrol activities.



Photo by Kristen Iglesias DSO-PB D9CR

My observation on the REYR process is that the member should make every effort not to lose their qualification due to one or more of the mentioned currency maintenance requirements. It is a very time consuming process to fix. It requires many disciplines to complete their end piece of the process on the members' behalf. The removal from REYR, after all of the tasks are completed, can take 3 weeks or more to process before the member can start acquiring their 12 hour underway time. This is still needed to maintain their qualification for the current year! Be aware, while in REYR for any reason, all underway time is recorded as trainee hours and not official underway time towards your yearly 12 hour minimum requirement.

All of this information can be found in the "Auxiliary Boat Crew Training Manual M16794.51A in Chapter 5". None of this information should be a mystery because you should have been made aware of this during your initial qualification process. I would recommend that every operational team member reviews all of the operational manuals prior to getting underway at the beginning of each year as a refresher. It is up to the member to not only maintain their qualification, but to increase their skill level

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Operational Currency Maintenance

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at every opportunity. Everyone should learn something on every patrol they are a part of. Every patrol is unique in some way.

To stay aware of your qualification status in operations, or for that matter any qualification you may have, we have tools available to us in AUXDATA II. Your IS officer should be able to help you understand this information if you have any questions. These are your qualifications and it is your responsibility to be aware of the requirements to keep your qualification in good standing.

It is my goal to keep us safe, encourage everyone to excel, and be as professional as possible in this on the water and public activity. If you need any further clarification on your personal situation talk with someone from the Operations staff (OP), Member Training staff (MT), Information Services staff (IS), or a Qualification Examiner (QE).

I would like to take this time to encourage you to practice your craft on every patrol (towing, man overboard, radio communications, search patterns, and TCT) or shore side (tying knots, charting problems, and CPR/First aid). The more practiced you are the more automatic your response will be when the time comes to act.

Auxiliary Aviation Program

By Larry Fletcher BC-RAT

Coast Guard Aviation

Early on in aviation history, Coast Guard officers realized that disabled vessels could be located more quickly from an aircraft than a surface vessel. In 1916 LT Elmer Stone became the first Coast Guard Aviator ordered to flight training.

Today the Coast Guard operates 210 aircraft from 24 Air Stations.



Photo by Larry Fletcher – BC-RAT

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Auxiliary Aviation Program

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AUXAIR

AUXAIR is a District level activity that is organized into squadrons. The squadrons are assigned to Coast Guard Air Stations. The Air Station Commanding Officer has the sole authority to assign Auxiliary aircraft to missions. When assigned to duty, Auxiliary aircraft are considered Coast Guard Aircraft, and identify as such with Air Traffic Control.

Operationally, an Auxiliary squadron is led by the Auxiliary Aviation Coordinator (AAC) and an active duty pilot assigned as the Auxiliary Liaison Officer (AUXLO). The Auxiliary District Flight Safety Officer (DFSFO) is similarly teamed up with the Air Station's active duty Flight Safety Officer (FSO), for all aspects of flight safety.

Just as in surface operations, AUXAIR aviators volunteer their aircraft for use as facilities. All Auxiliary aircraft must meet strict U.S. Coast Guard and Federal Aviation Administration (FAA) requirements. Many AUXAIR members are accomplished aviators with several thousands of hours of military and civilian flight time. Auxiliarists involved in AUXAIR take Auxiliary aviation training and complete the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they are certified by the local Director of Auxiliary (DIRAUX) as Pilots, Air Crew or Air Observers.



Photo by William Church, Aircraft Commander,D9

AUXAIR currently has 185 pilots, 240 air crew members and 149 aircraft facilities. Members offer a wide range of aircraft for use; including single engine, multi engine, turboprop, twin jet and helicopters. AUXAIR does not offer flight training for pilots, rather it builds on what these certificated pilots already have learned. Pilot applicants are trained in search and rescue (SAR) techniques and patterns, Coast Guard communications, Coast Guard flight safety, mission profiles, regulations, procedures, how to fly a Coast Guard mission and lead a flight crew.

Missions

AUXAIR assists Coast Guard in any mission(s) or operation(s) authorized by law and by the

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Auxiliary Aviation Program (continued)

Commandant, including:

- Search and Rescue,
- Ports, Waterways and Coastal Security,
- Marine Safety
- Pollution Response
- Aids to Navigation
- Ice Reconnaissance
- Rotary Wing Air Intercept
- Logistics Support
- Passenger Transport
- Homeland Security
- Law Enforcement Support
- Special Missions
- Commercial Fisheries

A standard patrol is a Maritime Observation Mission (MOM) that patrols the shoreline of the AOR. Air crews are trained to observe and report on shipping, shoreline targets of interest, recreational boating, commercial fishing, pollution, coastal security, and special events. Aircraft and crews are ready at all times to be diverted on a SAR. Auxiliary aircraft can offer increased range and at times can be on station quicker than active duty aircraft, and act as a significant force multiplier for the Air Station Commanding Officer. Missions are followed up with a detailed report and photographic imagery.



Photo by Larry Fletcher – BC-RAT

During the winter months Auxiliary aircraft provide intelligence on ice conditions, enabling Sector Commands to determine the best use of ice breaking assets. AUXAIR members may also crew as Ice Observers on active duty HH-65 missions.



Photo by Larry Fletcher – BC-RAT

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Auxiliary Aviation Program

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The Coast Guard has a national responsibility for Rotary Wing Air Intercept (RWAI) over the Nation's Capital and other key locations and use HH-65C helicopters to defend the lower levels of our air space. RWAI pilots take extremely specialized training at the Aviation Training Center in Mobile, AL. The HH-65C identifies low, slow moving targets that have entered restricted airspace and perform special maneuvers to intercept the target aircraft. Auxiliary aircraft routinely fly training support by acting as the aggressor aircraft. This training helps to improve and refine the intercept pilot's response times and hone their flight intercept techniques.

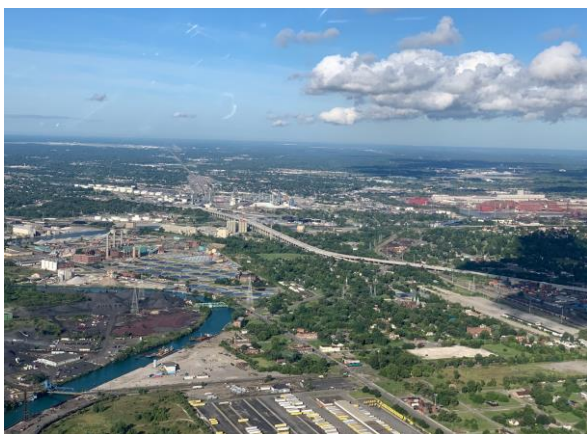


Photo by Larry Fletcher – BC-RAT

The squadrons conduct Search and Rescue Exercises (SAREX) with Auxiliary surface vessels. These exercises provide aircraft crews with an opportunity to enhance their search and rescue

flight skills, observation techniques, and provides training in directing surface vessels. It also provides the surface vessel crews experience directing aircraft.

AUXAIR provides B-0 and B-2 standby crews and first light SAR capability at critical times during the year.

Aviation Training

Auxiliary aviators are held to high standards of training and safety. Aviators must successfully pass written tests, take water survival training and pass a check flight and medical exam.

All aviators, independent of flight experience, first qualify as an Air Observer and learn the fundamentals of aerial observation, Coast Guard communications and the specific Coast Guard missions

Auxiliary aviators have four Coast Guard C-schools available to them. AUX-17 provides training in situational awareness, risk management, hazardous attitudes, flight physiology, environmental threats, emergency landings, flight discipline, stress, crew responsibilities, and cockpit communications. It is required prior to certification in any aviation qualification.

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Auxiliary Aviation Program

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AUX-18 is focused on spatial disorientation, emergency egress, hypoxia, water survival and cold weather survival and is required prior to certification in any pilot qualification. This is a hands-on class with significant time spent in a pool, cold room, flight simulator, and a high-altitude chamber.

Further specialized courses are available to train Auxiliary Aviation Coordinators and District Flight Safety Officers. Typically, the Auxiliary and active duty member will train together as a team.

Recurrent training occurs annually at a District Flight Safety Workshop with Auxiliary and Active Duty aviators providing the instruction.

AUXAIR Recruiting

AUXAIR offers opportunities to be part of a high performing team. One can serve as Air Observer, Air Crew, Co-pilot, First Pilot, Aircraft Commander or Instructor Pilot/Flight Examiner.

We recruit within the Auxiliary and externally at air shows, airports, and other high visibility forums. Pilots with aircraft are in high demand, and pilots without an aircraft may participate in AUXAIR as a second flying pilot or air crew.

Non-pilots participate as Air Observers or Air Crew. Observers are assigned to handle the communications between the aircraft and Coast

Guard units, keep records in the air, and be the active searchers on SAR and other missions. Observers receive aviation orientation and training in observation techniques, communications, search techniques and patterns, and safety and survival skills.

Air Crew - is a flight crew qualification that provides the Auxiliary pilot a capable assistant during all phases of Auxiliary aviation missions and especially during times of high cockpit workload. Qualified Air Crew fulfill all Auxiliary Air Observer's duties, while also assisting the Auxiliary Pilot with radio communications, weather gathering and recording, navigation in both visual and instrument meteorological conditions, and visual and instrument approaches to the runway.

AUXAIR is always interested in members who have significant experience in surface operations, marine safety, law enforcement, and public affairs.

If you are interested in participating in the AUXAIR program or know pilots and flight crew outside of the Auxiliary who may be interested, please contact your District ADSO-AAC or DSO-AV.





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Operations Workshops and TCT Refresher authorized with WEBINAR delivery

Because of COVID-19 safety protocols WEBINAR delivery for both of these training sessions has been authorized by [AL AUX 004/20](#) and [AL AUX 011/20](#) respectively.

Check with your Member Training Officer for more information on TCT Refresher.

The updated workshops for 2020 are available on our directorate [What's New page](#) at <http://wow.uscgaux.info/content.php?unit=R-DEPT&category=WHATSNEW>

Note: Reminder TCT and The Surface Operations workshops are **required** in 2020 for all coxswains, boat crew, personal watercraft operators (PWO), paddle craft operators, and associated trainees. These workshops must be completed by September 30, 2020. (**Important Note:** this is a revised date per ALAUX 004/20 dated 20 MAR 2020)

Workshops for Air and Telecommunications are optional but highly recommended for Auxiliarists active in these areas. These can also be delivered via webinar per ALAUX 004/20.

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