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Leadership of 5NR

Director of Auxiliary (DIRAUX) LCDR Victoria Taylor
Operations Training Officer (OTO) CWO4 Richard Clark
District Commodore (DCO) COMO Barry M. Kyper
District Chief Of Staff (DCOS) Thomas J. Dever
District Captain Central (DCAPT-C) Donald W. Merrill
District Captain East (DCAPT-E) Joseph Smith, Sr.
District Captain West (DCAPT-W) Robert G. Vanderhook
Immediate Past Commodore COMO Kevin C. Murphy
President Past Captains Association Lionel F. Crossman



D-AA	Jason C. Flynn
D-AA	Phil Walmsley
DSO-C	Kevin L. Tyler
DSO-C	Vickie M. Tyler
DSO-DV	Marilyn F. Hughes
DSO-FN	COMO Robert J. Perrone, Sr.
DSO-LP	Martin C. Mooney Sr.
DSO-SL	Harry W. Otto
DSO-SL	Thomas J. Morrissey
DSO-SL	COMO Richard L. Raudabaugh

DDC-Logistics Mark F. Letavish
DSO-CS Richard Taylor, III
DSO-HR Thomas H. Brouillard
DSO-IS Lorraine Cannata
DSO-MA Lorraine Bianco
DSO-PB Timothy P Marks
DSO-SR Rita H. Kratzer

DDC-Prevention Alfred O. Grimminger
DSO-MS Laurie L. Huselton
DSO-MT Steven J. Marthouse
DSO-NS Matthew J. O'Brien Jr.
DSO-PA COMO Kevin C. Murphy
DSO-PE Robert N. Adams
DSO-PV Russell M. Galson
DSO-VE Edwin W. Seda

DDC-Response Douglas L. SmithDSO-CM Richard F. LordDSO-IM Greg M. StoughDSO-OP Douglas L. Smith

Cover Photograph: PE MAY, NJ - Coast Guard Auxiliary Vessel Examiner (VE) James Brady (5NR) presents the 2017 Boating Safety decal during a successful Vessel Check at a local marina. Certified Vessel Examiners have the unique opportunity to work with and educate the recreational boating public. This one-on-one interaction provides a vital opportunity to enhance a boater's knowledge, and help ensure they have a safe, fun filled day on the water.

From the Desk of the Commodore

I remember fondly the first time I put on an Auxiliary uniform. I had been invited attend a Flotilla meeting by an acquaintance who shared a common interest in flight. I attended the meeting and after talking over the benefits of membership with my wife, I decided to join the Auxiliary with the intention of engaging in air operations- after all, who could turn down an offer to engage in a passion and have it put on the government dime.

My first uniform was a flight suit that I had purchased at a local government surplus store. It had been ordered for another customer who was late in picking it up. The salesperson suggested that I try it on and see how it fit. Lo and behold, it was a perfect fit and along with a pair of military boots, I purchased it and proudly left the store. (an interesting sidelight, the proprietor of the store and his wife were both later to become members of my Flotilla a few years later.)

I purchased the ancillary uniform items (i.e. nametag, shoulder patch, Aux emblem, and American flag) and I was official, ready to begin my training and get underway. I beamed as I wore that single uniform and could hardly contain myself every time I put It on. Of course, flying under the Coast Guard banner brought it owns rewards as I was serving my country and engaging in important work.



Commodore Barry Kyper

As I became entrenched in all things Auxiliary, I gradually purchased the different uniforms as listed in the AUXMAN for use by Auxiliarists. I can now proudly say that I have a closet dedicated solely to my Auxiliary uniforms.

While I am very proud of those uniforms, I am equally proud to wear them smartly. The real pride however comes in understanding what these uniforms represent and the history that goes along with their wearing. I am proud to be a member of a support organization to one of the finest military groups in the country whose varied missions not only preserve and protect our waterways but do so much more to save lives and safeguard recreational boaters from the dangers imposed by operating on the waters encompassing our great nation.

Along with that pride, I am also reminded of the awesome responsibility that comes along with the opportunity to wear the uniform. Living the Coast Guard core values, treating my fellow Auxiliarists and active duty with the respect and honor they deserve is imprinted in my mind every time I don the "trops" or the "ODU." Coincident with the honor that comes with the wearing of these uniforms comes the expectations to higher standards of behavior associated with those exhibited by our active duty brothers and sisters.

Also included is the obligation to wear the uniform properly and correctly. While attending a Change of Watch ceremony, I was blessed to sit across the table from a young LCDR who pointed out that the top button of my Service Dress Blue jacket was fastened upside down. Needless to say, the indiscretion was quickly corrected upon return to my home. A valuable lesson was learned about how dearly the active duty revere the uniform and what it represents to them. This reverence is dearly earned and dutifully worn.

So wear the uniform with dignity, wear it correctly, and most importantly, wear it with the knowledge of what it represents, the history that accompanies its development, and the values expressed in wearing it proudly. Semper Paratus!

Barry Kyper

DCO D5NR

Integrity, Commitment, Professionalism

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Message from the Chief of Staff

Eliminating Friction to Grow the Auxiliary

Retailers sometimes talk about eliminating "friction" – removing barriers to sales, whatever they may be. The idea is to make it as easy as possible for a customer to browse and buy. That is why you'll sometimes see store doors propped open even on cold winter days before the holidays. Retailers have found that even small obstacles can hurt sales, especially in today's service focused world and especially when shoppers have so many other options like on-line shopping.

Right now, it is clear that those of us who love the Coast Guard and Coast Guard Auxiliary will have to do all we can to recruit and train new members in order to effectively carry out our current commitments and to be able to accomplish the new missions that are opening up to us — especially the increasing opportunities to serve alongside the active duty Coast Guard. While we may not be able to do much about the new sources of friction that are impacting our recruiting and especially our retention of members such as dues and mandated training, we can and should do everything we can to eliminate the friction felt by our newest members and candidates for membership.

All of them need to be made to feel welcome. They all need to learn about the Auxiliary and to buy uniforms and to become active, probably through training and gaining a qualification as soon as possible. The things we can do to help are both easy and fun and will make all the difference. Take a potential or new member "under your wing" (under your hull just doesn't sound right!). Offer or arrange to sit with them as they work on their mandated training requirements. Take the time to take a group to Woodbine, NJ to help them buy uniforms or if that isn't practical, please help them order on-line. Find an activity in which they can easily participate and help them get that first qualification. Call them and encourage them to attend meetings and fellowship opportunities. Take them to D-Train.

These small steps and the many more each of you can think of for specific situations and members will pay off! As a small businessperson, I was a member of many groups, some of which were important to me but most of which just wanted my dues and time. When I was recruited into the Auxiliary from a BS&S class, it was the opportunity for training and being a part of the Coast Guard that first attracted me to the organization. My flotilla's HR officer saw that and made sure I knew about the training opportunities and he called me periodically the first few months after I joined. He took me to Woodbine (as a new member I was very uncomfortable buying uniforms and he made it easy). All of these efforts on the part of veteran members made me feel welcome and valued. It was an experience that was far more welcoming than I'd felt in any other group. I know that these aren't new ideas but they do work! It made all the difference for me!





Thomas J. Dever District Chief of Staff U.S. Coast Guard Auxiliary 5th District-Northern Region

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Message from the Director







LCDR Victoria L. Taylor Director of the Auxiliary U.S. Coast Guard 5th District-Northern Region

29 September 2017: Staff from 5NR participating in a Sector wide scavenger hunt throughout Philadelphia. This was a great bonding experience for our staff and a wonderful way to learn history of Philadelphia.





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Message from the Director, continued



BOSN4 Rick Clark that participated in the 'Bike to the Bay' in Delaware on Saturday, October 7th to help raise money and awareness for Multiple Sclerosis.



Above: Division 15 meeting in September. Below: Division 16 meeting in October.













A Focus on 5NR Departments



Marine Safety

Rivers: Many Call Them 'Home'

34,000 cubic miles of fresh water reaches the sea each year travelling downhill by way of channels surrounded by floodplains. This incredible system drains seventy percent of the surface of the earth. All of that water also contains sediments which head downstream winding-up being deposited on the aforementioned floodplains. Rivers are called "home" by a vast array of flora, fauna, fish, amphibians and reptiles not to mention their respective predators. More than half of our birds and 80% of the western United States' wildlife are found on and around rivers (American Rivers Online. Rivers and Animals That Call Them Home. http://www.amrivers.org/template2.asp?cat=85&page=85&id=1230&filter=0).



Gregg Bollinger ADSO-W Marine Safety

Food for those species calling the rivers home mainly come from the land instead of the river itself. Decaying plants known as detritus, are carried into rivers from their source(s) on land by the force of runoff. The first beneficiary of this "feast" is

plankton which are in turn, consumed by fish, crustaceans, and insects which, in turn, serve as food for trout, salmon, large and smallmouth bass, striped bass, catfish, and crayfish; all of which are themselves consumed, sometimes by you and I.

With that established, let's bring up the "P" word: pollution. Runoff that contains pollutants including, but not limited to, chemicals will harm the food web found in our rivers. Runoff that is due to overdevelopment and deforestation also will harm the delicate balance that the rivers depend upon. The EPA informs us that there are some 160 million people in the U.S. whose drinking water comes from rivers, and/or lakes and reservoirs meaning that when pesticides and animal waste enters rivers and oil, grease, and chemicals find their way into rivers via street and parking lot storm drains, the quality of their water is seriously threatened. The Auxiliary sometimes receives questions such as "Why are you participating in a road clean-up? The river is miles from here!" The answer, of course, is that the drains along a country road and/or city street lead ultimately to the river and well beyond so we need to do our part in keeping roads and streets as clear of trash as we can. By the way, we also do cleanups of rivers and streams, sometimes retrieving very unusual items that have been carelessly permitted to end-up in those waterways!

One last thought. Yes, rivers are home to animals, fish, and birds, but what about people? The obvious answer is that yes, there are many towns and cities along our rivers, but did you know that due to the billions of tons of silt and sediment deposited downstream by the Mississippi River over time, caused formation of the Mississippi Delta, which is where the "Crescent City," New Orleans sprang up? Yes, many do call the river "home."

Gregg R. Bollinger, Th.D ADSO-MS (W)

A Focus on 5NR Divisions



Division 17

Division 17 Provides Safe Boating Courses for the Naval Sea Cadets

Article by Frank Michel. Photos taken by Ray Robson

On the weekend of 28 Oct. 2017, Lorraine Cannata, VCDR 17, Frank Michel (17-3) and Ray Robson (17-1) conducted a joint New Jersey certified Boating Course to a group of eager young men and women of the U.S Naval Sea Cadets Corps (USNCC) located at Fort Dix, New Jersey. The training was organized by Ray Robson who is the Training Officer of the Sea Cadets.

The Weekend was filled with "hands on" training of knots and lines, charts and demonstrations. As with all kids, the days were filled with many questions and "high energy."

It was wonderful to work with such a GREAT group of kids who demonstrated enthusiasm, respect and a willingness to step into an organization such as the Naval Sea Cadets.

In addition, the joint effort by Lorraine Cannata, Ray Robson and Frank Michel demonstrated that great things can happen when we pull our resources to educate the public about boating safety.

JOB WELL DONE!

The NSCC was founded in 1958 by the Navy League of the United States at the request of the Department of the Navy. In 1962, the USNSCC was chartered under Title 36 of the United States Code as a non-profit youth organization with an emphasis towards the sea-going services of the United States. The law was amended in 1974 to allow female participation in the USNSCC.

In 2000, the U.S. Congress stated that the NSCC and related programs "provide significant benefits for the Armed Forces, including significant public relations benefits." Although under no service obligation, a sizeable percentage of cadets later enlist in the military. Members who obtain the grade E-3 or Seaman/Airman may receive an advanced paygrade of E-3 if they join the Navy or Coast Guard before they turn 24 years old, and E-2 in the Marine Corps or other services, due to the training they receive. Former Sea Cadets also represent a percentage of students at the five federal service academies.



Lorraine Cannata, VCDR 17, instructing Sea Cadets



Frank Michel, Flotilla 17-3, FSO-PE, instructing Sea Cadets in marlinspike.

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Division 17, Continued

Thanksgiving at Station Manasquan Inlet







November 23rd was Thanksgiving, a national holiday. For the men and women of the United States Coast Guard, Thanksgiving is another day of duty. All over the world, our service members are serving today. And in many places, their Auxiliary Shipmates are serving right alongside of them. Here in Fifth District, Norther Region, we stopped by at Station Manasquan Inlet and found the usual suspects (Auxiliarists) on duty. In the Comms Center, Auxiliarist Bill Francen was the Watchstander and further down the hall, the Officer of the Day declared Heavy Weather in the galley as Auxiliarists Frank De Fillippo and Paul Casalese, both members of Flotilla 16-8 and both Auxiliary Food Service Specialists (AUXFS) were cooking up a storm for the holiday meal for the fourth year in a row. By 1300, it was smooth sailing as the two AUXFS's served up a holiday meal for the Duty Crew and their families. Starting with fresh fruit, the menu included Roast Turkey, Honey Glazed Ham, Mashed Potatoes, Roasted Corn, Cornbread Stuffing, Cranberry Sauce, a Salad Bar, Corn Muffins and for desert Apple Pie and Pumpkin Pie with whipped cream. Our apologies to Auxiliarist Francen. When we got back, we realized we never got a photo of him while we were there.

Article by Paul Casalese, photos by Frank de Fillippo and Paul Casalese.

Veterans Day at NAS Wildwood Aviation Museum







November 11th was Veterans Day, and the USCG Auxiliary was out supporting the Cape May County Veterans Day ceremony, held at NAS Wildwood Museum. More than 25 members of the US Coast Guard from TRACEN Cape May and US Coast Guard Auxiliary's Flotilla 86 participated. Captain Owen Gibbons, Commanding Officer of TRACEN Cape May, was the keynote speaker for the event. TRACEN also provided a Color Guard, Rifle Squad and a Bugler. One more holiday that the USCG Auxiliary is on duty for.

Division 21

When it comes to telling the story of the Auxiliary, few personify it better than Division 21. The Auxiliary specializes in rolling with the punches, stepping up to any task and completing the mission to the best of our ability; that is the story of Division 21. A series of restructures on the Division level, including the combination of Divisions 10 and 11 to create Division 21, coupled with a few on the Flotilla level would send most groups into a tailspin but not the men and women of Division 21.

Over the summers on any given weekend the men and women of Division 21 will be out on patrol of Blue Marsh Lake and doing vessel safety checks at the docks while on the other extreme of our border our people are patrolling Lake Nockamixon. Our Public Affairs team is out working events like the National Night Out and the World War Two Weekend Airshow telling the story of the Auxiliary and spreading the message of safety and security.

Division 21 has another mission though, maintaining and updating the Reading Flotilla Training Base. The Training Base has been in our Division for decades and continues to be our Division Headquarters, its classroom and boardroom set up perfectly for meetings and boating safety courses and its main floor perfect for fellowship. Walking through the building you can feel the history that surrounds you and we know we have a duty to those that came before us to continue their legacy and tell their story.

The Division is on track to hit most, if not all of our member created goals for this year. We currently sit at 151 patrol hours, 248 vessel safety checks, 325 public affairs hours, and 211 marine dealer visits. This is spread out over just 122 active members. We pride ourselves on our work ethic and our ability to step up to the plate when our communities call on us to do so.

However there is something we pride ourselves on more than public affairs hours, vessel safety checks, or patrol hours and that is our fellowship. Division 21 is a family to each and every one of it's members, our Esprit de Corps is high and this allows us to overcome any challenges that stand in our way. We may be a smaller division but we are mighty and are willing to give everything we have to the cause of public safety.

The motto of the United States Army 1st Infantry Division has a motto that I think fits our Division, "No Mission Too Difficult. No Sacrifice Too Great." It is an honor and a privilege to work alongside the men and women of Division 21 and I am looking forward to a bright future of more success.

Jacob T. Trombley
Division Staff Officer of Publications, Division 21.





Information from Around the District



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5NR Boat Crews Rescue People Throughout the Area

On the Next two pages you will read about two rescues that occurred when members of 5NR encountered sinking boats while on patrol. The first occurred during the patrol season in 2016 and was never included in TOPSIDE until now, an egregious error that has been corrected. The second occurred this patrol season.

A BUSY WEEKEND ON THE SUSQUEHANNA

Article by Jeff Kuhn, DCDR Div 19

Saturday, 11 June 2016 began like most summer weekends with pleasant weather and light winds. Boating traffic was average. COMO Ken Brown and Jason Flynn were coxswains on Ken's Trophy 222896. Crew were Tim Marks and Ed Ross (trainee). Things got busy after lunch with a call for assistance down by Sluice One. During the ensuing tow they came upon another distressed vessel. After dropping the first at Lake Clarke Marina, they returned for the second, and another tow. Shortly after returning to Station Long Level, the phone rang yet again. This time the distress was at the dam, for a disabled vessel unable to anchor, tied to one of the exclusion ATONs above the flood gates. If you have never experienced a tow from the dam, it is a very long trip—so much for a dinner break. All told, 11 people were assisted by 896 on Saturday.

Saturday was a "walk in the park" compared to Sunday. The high pressure and low pressure systems danced about in just the right way to produce a building pressure gradient as the day progressed. When the current is strong from the north and the wind is strong from the south, Lake Clarke can develop into quite a choppy body of water. Coxswain COMO Ken Brown, at around 1130, had no sooner broached the subject to his crew, Dave Inglis, Jason Flynn and Robert Goley (trainee) that the patrol would need to be curtailed, when they came upon a sinking boat. Four adults were in the water. A civilian vessel had already rescued four children. Ken and his crew rescued the four adults from the water. All, including the children, were uninjured. Affecting a water rescue in such rough conditions in a 25 kt wind is difficult, and the crew performed admirably. This is why we train and train and then train some more! Fortunately, the 896 is a 22-foot deep-V vessel and has relatively good stability in dicey conditions. Children and adults were safely transported to the Lock 2 public docks.

Incidental to the rescue, 911 had been called by a near-by vessel. Unfortunately the position was reported to be four miles north of the actual position. River Rescue eventually arrived on the scene and towed the swamped boat back to the public dock. Notably, we would not have taken a vessel in this flooded condition in a tow. The confusion over the event location highlights the problem of our inability to talk directly with fire and rescue facilities. We were forced to communicate from our surface vessel to our Watchstander, then to 911 by phone and finally to the emergency responders. We have since had several conversations with EMA administrators and are working on obtaining suitable radios from Lancaster EMA that could be used in such an emergency. Luckily in this case all the PIWs were visible. If a search had been required, much precious time would have been wasted while other responding agencies were guided in to the datum.

An additional sub-plot to the story was the distressed vessel itself: a 20-foot Tracker with eight POB, out on a day with 25 kt wind and 2 1/2-foot chop. The owner (who had just purchased the new boat) reported that his bow was plowing into the chop. Hence the hull filled with water. Needed: BOATER SAFETY COURSE!!

COMO Ken Brown's Trophy 222896 on patrol at Lake Clarke on the Susquehanna River near Station Long Level during a previous patrol.



Photo taken by Tim Marks

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TWO PLUS FOUR EQUALS RESCUE

Article by Auxiliarist Barbara Sama

Training missions are never dull. We practice team work, we drill on towing and we enjoy a meal in fellowship. But this first trip for two trainees proved to be a memorable day.

Trainee Mark Gramer seemed to be at ease, but it wasn't for me, Barbara Sama. This was the first time on a boat that didn't have a theater or a swimming pool with a bar at the end. Instead of a bathing suit, I wore my ODUs with a SAR vest over my PFD.

Class room training is great, but nothing beats hands on training. We were each assigned a watch area. I had the stern.

It was a whole new world. Seeing the coast line rush by and the variety of boats cruising by in its own organized madness. I wondered about the owners and their wonderful toys.

About three hours into the training, I notice one small boat close to the shore line. A man was fishing but he kept dropping his pole and then picking it back up. It didn't make sense why he did this. I kept my eyes on him as we passed by. He noticed that I was watching him and he tossed down the pole but again, then slapped the side of his legs as if he was giving up. But then he would retrieve the pole.

He was standing in the middle of the boat, but it was leaning heavily to the stern. Now this guy is tall and big. So why was the bow up in the air and the stern almost level with the water?

Then I saw another person behind him that was in the water. He had touched ground so he was walking back up to the shore. He had stopped and turned around. He waved one arm as if to say hi, but continued on to the shore. I called out to our deck boss, Manny and told him something is wrong over there.

The Coxswain Kurt turned the boat around to investigate. As we approached, again the man had picked up his pole and was actually reeling in a fish. Not being able to get to close in fear of grounding our boat, Kurt could see that he was in distress and that the boat was "swamped." It was sinking

Having only a child size PFD, he was instructed to put it on as the team kicked into rescue mode.

I grabbed my camera and the crew went into automatic. It was all a blur. Jay and Bill were pulling this guy on board as Manny and Mark held onto our guys for safety.

The guy was in shock plus a diabetic. He was not prepared for any emergency. We also got his boating partner back on our boat with the help of the Gold Side. They were safely returned to the port by Chesapeake basin. We began to breathe again.

Kurt told us later that week that the two men recovered their boat and sent a picture of them with proper PFD!



RESCUE CREW

Owen's Landing, Md. From left to right; Jay Birkmire, Mark Gramer, Barbara Sama, Kurt Sarac, Manny Pedrosso, Bill Tigani (absent). Page 16 topside Volume 114, Issue 4

Toys for Tots

On November 25, 2017, members from Flotilla 44 and 49 assisted with the Toys 4 Tots campaign at Toys R Us in Exton, Pennsylvania. However, this event was very special! It was the 10th anniversary of members from Division 4, especially from Flotilla 44 and 49, participating for Toys 4 Tots! As with the previous years, it was quite a success! With our presence at Toys R Us, donations this year topped out with seven shopping carts overflowing with the most amazing and generous toy donations and monetary donations made at the check-out registers! The Toys R Us manager said not only is she is looking forward to seeing us next year but it has grown to where their District office is excited and also looks forward to seeing us! The manager actually told me that her District office had inquired when was the Coast Guard Auxiliary participating in Toys 4 Tots this year and the store manager was able to tell her District office that we would be there. We were told again by Toys R Us that Division 4 does make a difference and it is truly appreciated.

Article and photos by Linda Skvarka



Left to Right: D. Spataccino, D. Desimone, K. Spataccino, D. McConnell, L. Skvarla, P. Bonnes, C. Coppa, M. Blumenthal



Left to Right: D. McConnell and P. Lacey

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Operation: SURFAIR

District Fifth Northern develops a joint Air and Surface Exercise

by Joseph Smith, DCAPT D5NR

The Coast Guard Auxiliary boat crew had already transmitted their position, their boat's clutch was in neutral and the engine at idle, they waited under a bright blue sky on calm open water. Although the weather was seasonably hot, the crew appreciated their Type III/V PFD suits since the colder water was absorbing the heat from the air above it. The distinctive buzzing sound of a propeller beating the air came toward them, growing louder with each passing moment. A minute later a blue and white single engine, low-wing aircraft swept into view.

Auxiliary vessel zero zero one, Auxiliary vessel zero zero one, this is Auxiliary aircraft six niner whiskey ... Mark on Top ... Over. Six niner whiskey, this is zero zero one ... Roger, we have you Marked on Top ... Over.

The radio communications was concise and professional, the event lasted only three minutes. But it was the culmination of weeks of planning for a surface and air training evolution that had never been done before.

Every Coast Guard Auxiliary District conducts surface and air operations; and Coast Guard District Fifth Northern's Auxiliary Air Program successfully organized those resources to work together and put them to the test in a unique coordinated training exercise.

Assigned the mission name Operation SURFAIR, on May 19th 2017 it was the first documented training maneuver to practice a Auxiliary aircraft interacting with an Auxiliary surface vessel in D5NR.

The training evolution took place on Barnegat Bay, New Jersey and utilized facilities from two separate Areas of Responsibility (AOR) - an aircraft from Division 08 in Cumberland County, and a surface vessel from Division 07 in Ocean County. The mission was organized by Joseph Giannattasio, 5NR's District Staff Officer Aviation (DSO-AV) who explains the concept as, "An alternative approach to provide a practical exercise for both aircrews and boat-crews that can be conducted during regularly scheduled patrols of vessels and aircraft within a district. More flexible than Auxiliary Search and Rescue (AUXSAR) exercises, it also allows for numerous vessels and crews to participate throughout an entire patrol season when they are underway."

In his proposal to the District's Operations Training Officer (OTO) and the Order Issuing Authority (OIA) USCG Air Station Atlantic City, Giannattasio provided the mission overview: An Auxiliary pilot determines via AUXORDERS if an Auxiliary surface vessel will be on patrol in the flight route during a scheduled Maritime Observation Mission (MOM) flight. Prior to the flight the pilot and coxswain plan to rendezvous in the vessel's AOR at a specified time and establish radio communications (COMMS) at pre-arranged frequency(s). If COMMS are established, the pilot can decide to conduct a visual observation of the vessel if both are able to do so safely.

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Operation: SURFAIR, continued

"Because it incorporates multiple Auxiliary units, cross training, surface/air communications, and vectoring between two separate AORs, planning was of the utmost importance to insure safety and a successful execution." said Giannattasio. "SURFAIR is also a exciting and enjoyable challenge. Usually, when members practice search patterns, they get frustrated if there is nothing to locate." He continued, "Search and Rescue training exercises should provide a sense of real-life challenges, yet uncomplicated enough to be conducted in a manageable period of time, in case the target isn't located."

The basic steps of the operation are:

- 1. Task an Auxiliary Surface Vessel from Division 07 to be underway during the day of the flight.
- a) Establish what time the vessel will be underway and the area it will be patrolling (Barnegat Bay).
- 2. The pilot contacts the coxswain (prior) to coordinate rendezvousing in a certain area at a pre-arranged time; determine radio frequency(s), call signs and conducts a pre-brief.
- 3. During the day of the mission:
 - a) The pilot and coxswain will establish phone contact before getting underway and confirm plan.
 - b) Vector a rendezvous for the prearranged location and time.
 - c) Establish radio COMMS.
 - d) Surface vessel relays Latitude Longitude (Lat./Long.) coordinates to aircraft.
 - e) Aircraft attempts to establish a visual if safety allows.
 - f) Afterwards, Aircraft and Vessel transition to individual patrols and de-brief after docking and landing.

Giannattasio fine-tuned the plan by utilizing other Auxiliarists with expertise in various aspects of surface and air missions to ensure a thorough planning and execution for Operation SURFAIR.

One of the experienced experts was Howard Davis, Auxiliary Aircraft Commander from Millville, New Jersey, who contributed his vast knowledge and experience in general aviation and Auxiliary flight operations. Giannattasio, a private pilot and Auxiliary Qualifications Examiner (QE) from Cape May, New Jersey was the Air Crew member for the sortie.

Joe Smith from Division 07 was asked to participate based on his qualifications as an Auxiliary Coxswain and also as Coxswain onboard the 5NR Helo Ops Team's Utility Boat Light (UTL) that is tasked supporting Coast Guard helicopter crews with hoist training operations. Considering his operational experience and knowledge of waterways within Division 07, Bill Grant was selected as Boat Crew onboard the surface vessel.

The mission began with the surface and air crews reviewing the plan, studying nautical and aviation charts, and confirming the general location and radio frequencies over the telephone before the start of the mission. After appropriate pre-briefs and risk (GAR) calculations the aircraft departed Cape May Airport (KWWD) at 1005, while 70 miles away the surface vessel began making way for Barnegat Bay.

The weather was 73 degrees and sunny, clear skies with light winds from the southwest. Air traffic was light which made for an uncomplicated transit through Atlantic City airspace. The offshore winds kept most recreational boaters and novice boat anglers on the fence. But there were several boats in the water taking advantage of the first warm day of the year.

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Operation: SURFAIR, continued

When within broadcast range at 1035, radio communication was established between the Auxiliary facilities and the surface vessel came to a stop and relayed their Lat./Long. coordinates. The Air Crew entered the Lat/Long points into their navigation units and determined an intercept vector. Within two minutes the Auxiliary aviators had a visual on the Auxiliary vessel and adjusted their course in preparation to fly a "turn around a point," a maneuver where the aircraft is flown in a complete circle of uniform distance from the boat.

The Auxiliary aircraft made two more passes over the surface facility before they both departed the area and continued on their respective MOM patrols; their crews enjoying the feeling of effective team coordination as a result of excellent training, proper planning, and professional members.

During Operation SURFAIR, Coast Guard Auxiliary air and surface crews realized their true operational abilities, and they also learned where they needed to improve their skills for real SAR cases. This mission provided a uniquely realistic and practical training opportunity for operational Auxiliarists to be Semper Paratus. Besides increasing SAR proficiency, an additional benefit of Operation SURFAIR was the cross-training, cooperation, and camaraderie between Auxiliary boat crews and aviators from different Divisions.







Top left: An Auxiliary vessel in Barnegat Bay is spotted from the Auxiliary aircraft.

Top right: Howard Davis piloting an Auxiliary aircraft.

Bottom: Flight crew member Joseph Giannattasio, left, and pilot Howard Davis.

Photos taken by Joseph Giannattasio/USCG Auxiliary

Christmas Comes to the Auxiliary!



What a way to deliver presents! This is a "super-secret" project that Linda Skvarla and Joseph Giannattasio have been working on the past year. Be on the look out for a DIY instructional later in the year!

Coast Guard Auxiliary photo by Joseph Giannattasio



This Auxiliary Caboose is actually a O-scale train car custom painted by an Auxiliarist-elf for a Coast Guard family.

Coast Guard Auxiliary photo by Joseph Giannattasio

Nature Center Clean-Up





106 Recruits helping to clean up a nature center.

Photo taken by Susan Marker

Auxiliary Personnel at Sector Delaware Bay

Auxiliary Personnel who come to the base, who DO NOT have a CAC card or a Swipe Card granting them access to the base, will still be required to show their ID and sign in.

If they are in Uniform NO Visitor badge will be issued. However, if they are in civilian clothes they are required to wear a visitor's badge.

Photographs from 5NR



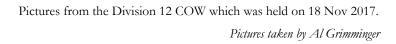
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INTERCEPTED! - District 5NR Coast Guard Auxiliary pilot Howard Davis is "intercepted" by a Coast Guard MH-65D helicopter based out of USCG Air Station Atlantic City during Rotary Wing Air Intercept (RWAI) training. Auxiliary aviators from the District 5NR Air Program volunteer their time and aircraft to participate in these air intercept drills to help improve response time and provide a "moving target" to sharpen flight interception techniques.

Coast Guard Auxiliary photo by Joseph Giannattasio.



EDUCATION - The goal of the Coast Guard Auxiliary Public Education mission is to provide exceptional boating safety education to the American public with the aim of reducing loss of life, personal injury and property damage to recreational boaters.

A Message from the Editor

Greetings 5NR!

I trust everyone is having a good fall. I can't believe that it is almost Christmas! It always seems like it comes so fast.

Although I enjoy this season, I do not like cold weather at all. And snow....I won't get started. However, my kids are now old enough to help shovel and very willingly did it during the latest snow. It was great!

At any rate, I still do long for the warmer weather. Not only because of the warm weather, but because it also means the start patrol season, which is certainly a highlight of my Coast Guard Auxiliary experience. But until then, we all wait in patience

yearning for nicer weather. No offence to those of you who love winter!

I hope to see many of you at D-Train this spring. If you have never attended, you are missing out! I know information will be forthcoming.

Take care and Merry Christmas!

Semper Paratus, Timothy Marks DSO-PB



Timothy Marks
District Staff Officer Publications



United States Coast Guard Auxiliary 5th District, Northern Region

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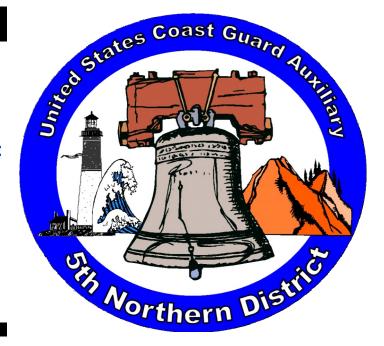
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Come Visit us on the Web

Coast Guard Auxiliary homepage: http://www.cgaux.org/

5NR Website:

http://www.5nr.org/index.php



Parting Shot



A representation of the strong relationship between the active duty Coast Guard and the Coast Guard Auxiliary.