



Up Top In Operations

July 2001

Monthly Newsletter of the National Operations Department

Volume 7

New Safety Initiatives Sought...

Auxiliary Aviation is Going Strong

**Written by: Jim Jacobsen,
DVC-OA**

Since our recent aircraft accident in Florida which precipitated some changes to the way we operate, we have accommodated the two-pilot system very well.

Recent CG message traffic indicates that as an interim, the two-pilot rule will remain in effect until the Commandant's Accident Board reports in. There were other changes recommended that were administrative in nature, which we can accomplish on the National Aviation Staff.

I must note that those pilots who were so vocifer-

ous about the two-pilot rule and still do not agree, "get over it" because it is the law now!

One of our more vocal DSO-Avs, who was strongly opposed, has seen the reasoning behind the change. I mentioned to him that if there was a better way to improve our safety record than a two-pilot change, I'm certain the CG HQ staff would sure listen.

What we really have to do is find ways to improve our safety record. To this end, I've asked our national Aviation Safety Officer, Wayne Peters, BC-OAS, (a former Navy A-4 pilot and safety guru) to come up with some new initiatives. Wayne is an active Auxiliary Pilot and recently the CG sent him to four safety and investigation courses at Embry-Riddle Aeronautical University in Arizona. We hope to come forward with some new ideas, which leads me into the next subject.

Our AV people are invited to N-Train in February in St. Louis and we should have a good brainstorming session about safety and a lot of other topics having to do with aviation.

We are delighted to see that the CG has re-

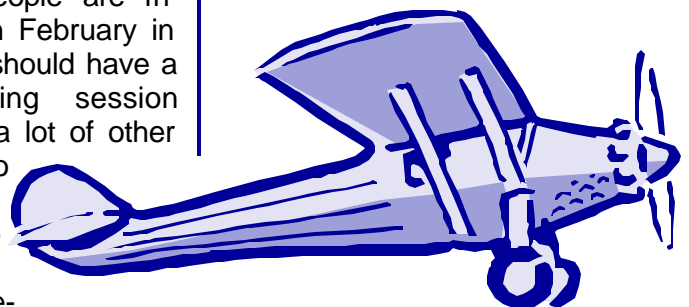
ceived a larger budget from our Congress to accomplish all that has to be done. Hopefully this will increase Auxiliary aviation participation.

For the first time in our history we have developed a new database for our Auxiliary aircraft. Lee Arnot (8WR) has done a superb job at compiling this information from all the Districts. This is the first time we have each aircraft "profiled," showing such things as number of seats, range with full fuel, speed enroute, etc. This is an important management tool that can only make the Aux Air more useful and meaningful.

We will certainly share this data with all, and you can reach Lee Arnot at arnot@boulder.bcn.co.us and he'll be happy to help.

We look forward to seeing as many aviation folks as can attend N-Train, there's a lot to talk about.

Fly Safely!



Is Your Fire Extinguisher Any Good?

*Written by: Charles B. Ford
BC-OSS*

Last year, while conducting a Vessel Safety Check on a boat that had just completed a 1500-mile run from the south, to the owner's dismay I discovered that **NOT ONE** of his several fire extinguishers was in working condition!

If you choose not to have a commercial firm inspect and tag your fire extinguishers you may do it yourself. First, read the label for instructions. The following applies to pressurized dry chemical fire extinguishers, the most commonly ones used on motor boats.

Remove it from its bracket. Examine it carefully for evidence of corrosion, especially under the bracket, around the seams and at the neck. If there is any sign of

corrosion discard the unit; it will develop a leak. If it has a gauge make sure the needle is in the GREEN or OK



zone Don't be misled if it almost in the green zone. A properly charged extinguisher will have the needle in the green zone no matter how cold or hot it is. It may be on low side if very cold and on the high side if very warm, but if it is out of the green zone discard it or have it serviced professionally. The gauges are constructed so the pressure in it may be down completely even though the needle is not very far out of the safe zone.

CO₂, HALON, FE-241 and other extinguishers with replacement compounds for HALON must be weighed annually to assure that the minimum weight is as stated on the extinguisher label. These units must be inspected and tagged by a recognized authority within one year of the VSC. Pressure gauges on this type of fire extinguisher are not accurate indicators that they are full.

Carbon dioxide extinguishers have a safety pin and seal to prevent accidental discharge. If the pin or seal is missing it is considered to be empty until weighed and then resealed. Carbon dioxide extinguishers have a pressure relief valve that will release the contents if the unit is heated above 130 degrees F. Obviously then, direct exposure to the sun, especially in tropical climates, is to be

avoided. A ruptured safety relief gives no visual evidence of the loss of the agent. This can be determined only by weighing.

You should inspect your extinguisher gauges and seals every time you use your boat. If you live where there are Mud Wasps (mud daubers) be wary; they build nests in nozzles and discharge horns, making the unit totally unusable.

Signal strength and readability...

Comms Corner

*Written by: Warren Schneider,
DVC-OT*

A radio station is understood to have a good signal strength and readability unless otherwise notified.

Signal strength and readability checks should not be exchanged as a routine matter unless the station has difficulty hearing another sta-

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tion. Your request may interfere with a disaster call, making it difficult for the Coast Guard to hear a mayday.

Radio checks should be reported using the following system:

Signal Quality

- Loud — strong
- Good — good signal
- Distorted — trouble hearing
- No contact

Voice Quality

- Clear — excellent quality
- Readable — good quality
- Weak — hear with difficulty
- No copy

As a reminder, to request a radio check: first contact another station, then switch to a working channel when you receive a response to request the radio check, so that you don't interfere with a distress or mayday transmission.



"Up Top in Operations"
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A Message from the National Commodore

Colleagues,

We discovered during the Fiscal Committee Meeting, 13-14 July 2001, that the Coast Guard Auxiliary Association, Inc. has been paying for private liability insurance to cover the possibility of liability of CGAuxA, Inc. which might arise from an incident involving privately owned aircraft which are Auxiliary Air Facilities when operating as an Auxiliary Air Facility on other than U. S. Coast Guard ordered missions/orders. This insurance coverage is very expensive to CGAuxA, Inc. and, to our knowledge, the conditions under which an incident involving such aircraft would qualify for a claim have not been and are not authorized and/or occurring.

*Therefore, effective 1 August 2001, CGAuxA, Inc. **IS CANCELLING THE ABOVE DESCRIBED LIABILITY INSURANCE COVERAGE.** Further, No officer, director, or member of Coast Guard Auxiliary Association, Inc. is authorized to ask or order any Auxiliary Air Facility to undertake any mission not specifically ordered by the U. S. Coast Guard. No member/owner of any Auxiliary Air Facility may undertake any mission of any kind involving such air facility under the auspices of CGAuxA, Inc. and CGAuxA, Inc. will not be liable for any claims of any kind by members or third parties involving Auxiliary Air Facilities.*

The U. S. Coast Guard Auxiliary, an instrumentality of the United States Government, and/or any unit of the Auxiliary, is not authorized to own aircraft; thus, only privately owned aircraft offered and accepted for use by the U. S. Coast Guard as Auxiliary Air Facilities are involved in this direction. All aircraft owned by members of USCG Auxiliary are private aircraft and only become Auxiliary Air Facilities when offered for use and accepted by USCG and are ordered to duty by authorized USCG authority.

Respectfully,
Viggo Bertelsen, Jr.
NACO, President, CGAuxA, Inc.