



# Up Top In Operations

July 2002

Monthly Newsletter of the National Operations Department

Volume 7

## AuxAir — Information and Updates

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**S**ince our get-together at N-Train with the DSOs-AV, nothing has changed regarding how we operate in AuxAir.

We are still awaiting the Commandant's Accident Safety Board (CASB) accident report/recommendation from Coast Guard Headquarters. With a new Commandant and many new senior officer appointments in HQ, our CASB report is awaiting the dust to settle. We do know that the two-pilot rule is here to stay, with some modifications, and that some of the other recommendations have not been signed of as yet. Being optimistic, I would expect that by the time of NACON in September, we should have a better idea of our future structure.

I had the pleasure of attending the Air Workshop in Savannah where the folks in District Seven did a superb job of putting together an informative, educational and fun workshop. They put together a remarkably complete and useful packet of information for the D-7 pilots. I would highly recommend that you contact Vince Magnotta (D-7 DSO-AV) for a copy of that workshop presentation as a useful guide.

Most recently, I attended the new Auxiliary Operations Policy Manual review workshop in Chicago. Auxiliary Air Operations policy will be included, although the release of the CASB report will dictate if further changes are necessary. The release of a new M3710-Aux and the Air-Ops training manual will both await the CASB report.

I assume that most all of our AuxAir concerns have been addressed. Some we can change, some we cannot. We continue to move in the right direction and we are making a lot of progress. Our National leadership is 100% behind AuxAir and we can be assured that everything that we do has the blessing of our leadership.

For those that have been in AuxAir for sometime, I think you'll agree that we have made giant strides in AuxAir; in fact we recently completed work on the reimbursement rates that match the increase in cost of aircraft operations.

We are working hard to be the best that we can be. With all of the new changes the Coast Guard is going through, we should try doubly hard to give them everything we can to make their job easier.



**Fly safely!**

Proper training required!

## COMMS Corner

**A**uxiliarists owning or operating an Auxiliary communications facility must have the following training:

- A. Auxiliarists owning or operating fixed land, land mobile, or RDF facilities must complete the Auxiliary Communications Specialty Course (AUXCOM). Auxiliarists must also take any other training required by the District Commander.
- B. Auxiliarists operating radios on boats, aircraft, or special purpose facilities must have the appropriate boat or air crew qualifications or Auxiliarists must complete the AUXCOM and any other training required by the District Commander.
- C. Auxiliarists standing communications watches at a Coast Guard unit must be at least Basically Qualified (BQ) or must complete New Member Indoctrination and Entry Training, and must meet the qualification requirements set by that unit.

### Equipment

For a fixed land, land mobile, or direction-finding radio station to qualify for facility status, it must meet all facility, frequency, and inspection requirements. The radio station must also have a FCC-type accepted/type approved transmitter. Receive-only RDF stations are exempt from the transmitter type requirement. Stations operating on authorized frequencies outside the VHF marine band (for example, repeaters) must also be type-accepted/type-approved. However, these stations do not have to contain the required frequencies identified by the Commandant.

Submitted by:

Joe Rzucidlo, BC-OTM  
Dan Amoroso, BC-OTT  
Warren Schneider, DVC-OT

Paperwork processing...

## AUXDATA Entry for Lewis and Clark Events

**By: Bob Platt**  
**Auxiliary AuxData Coordinator**

**T**here is general misuse, throughout the Auxiliary, with the Lewis and Clark entry in the "Operation" field in AUXDATA.

As a background, there will be Lewis and Clark Commemorative events starting in December, 2002, and January, 2003, with reenactments and celebrations. Generally, this activity will be located in the geographic areas covered by the original Lewis and Clark expedition.

Although there may be celebrations held in other locations. Currently, various planning meetings are being conducted to organize the reenactments and commemorative events.

To keep accurate records of the Auxiliary's involvement in the Lewis and Clark Commemorative events, the following procedures are to be followed.

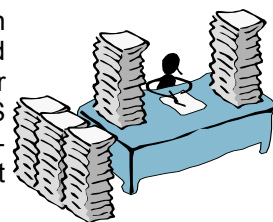
- ☞ The SOs-IS should enter "Lewis & Clark" in the Operations field ONLY when a member has entered "Lewis and Clark" in the remarks section of the Activity Report - Mission, ANSC 7030 form.
- ☞ Members should enter "Lewis & Clark" in the remarks section of the Activity Report - Mission, ANSC 7030, form when ever they are directly involved with some activity in support of any facet of the Lewis & Clark Commemorative events.

☞ In AUXMIS, SOs-IS could only enter activities performed by members in their own division. They were unable to enter activities of members not in their division.

☞ In AUXDATA, SOs-IS can only enter activities performed on facilities belonging to members in their own division. They can, however, enter the activity of all the members that were on the division's facility.

☞ When a skipper or pilot performs a patrol or other activity on their facility, the Activity Report - Mission, ANSC 7030, form MUST list all members that were on the mission, regardless of their division or even district membership. (When entering a mission, SOs-IS have access to members throughout the Auxiliary.)

☞ When a mission has members from another division, the Flotilla name and number of those members must be included in the Remarks Section of the ANSC 7030 form. This information is required in order for the SO-IS to gain access that member.



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Carbon Monoxide is...

## The Silent Killer

Written by: Charles Ford, BC-OSS  
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**C**arbon dioxide is a gas resulting from the complete combustion of carbonaceous material, and it kills if the concentration is high enough to reduce the oxygen concentration below that which will support life.

If one is rendered unconscious from lack of oxygen, they can usually be revived by breathing air either naturally or by artificial respiration if action is taken soon enough.

Carbon monoxide gas (CO) results from incomplete combustion of carbonaceous materials. CO causes death in very low concentrations (as low as 200 parts per million in one hour exposure) even though the oxygen concentration in the surrounding air is not significantly reduced. Natural breathing of good air is usually not sufficient to revive a person poisoned with CO to the point of unconsciousness. Even when medically treated, recovery is not certain, and permanent brain damage often results.

When CO is inhaled it reacts with the hemoglobin in the blood forming Carboxyhemoglobin, which cannot carry oxygen to the brain or any other part of the body, leading to death of tissue. Recovery requires new red blood cells to be added or formed by the body.

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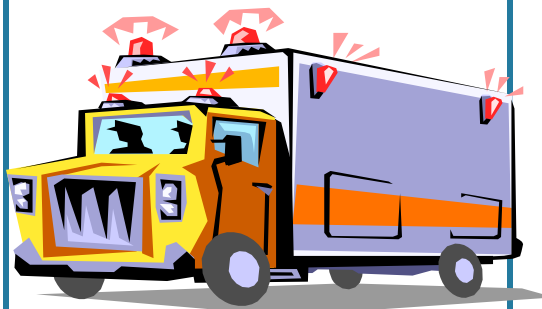
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CO is odorless, colorless and tasteless and about the same density as air so it mixes — does not settle and does not rise.

The information above accounts for the all too frequent loss of life among the pleasure boating public. Death in cabins due to gasoline engine exhaust fumes sucked in while underway, or blown in by breezes from a generator exhaust while at anchor, or moored to another boat, or even lying against a bulkhead, are all in the records.

Playing or lounging on a swim platform near the generator exhaust has caused fatalities and the recent craze to surf behind a cruiser by hanging onto the swim platform while underway has taken several lives. CO poisoning



can be so quick a few breaths of engine exhaust can render a person unconscious.

Learn to recognize the symptoms and take action get the victim out of the contaminated space.

Among the symptoms are:

- Watery or itching eyes.
- Throbbing temples
- Flushed appearance
- Inattentiveness
- Inability to think clearly
- Ringing in the ears
- Tightness across the chest
- Headache
- Drowsiness
- Incoherence
- Nausea
- (seasickness is often the first warning)
- Dizziness
- Fatigue
- Vomiting
- Collapse
- Convulsions

Note: While the above listing is the general order of appearance of symptoms, observation of any one of the above signs should be cause for action.

For complete information, please contact:

**American Boat & Yacht Council**  
3069 Solomon's Island Road  
Edgewater MD 21037  
PH: 410-956-1050  
FAX: 410-956-2737

(Ask for Bulletin T-22)