

THE **Pilot** **house**

EIGHTH COAST GUARD DISTRICT **E A S T E R N** UNITED STATES COAST GUARD AUXILIARY

Summer Issue 2009



US Coast Guard Auxiliary Search and Rescue Exercise on the Cumberland River

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U.S. COAST GUARD

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Chief Director of the Auxiliary	CAPT. Mark D. Rizzo
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DIVISIONS

- | | |
|--------------------------------|-----------------------------|
| 1. David Totman, DCDR | Ray T. Foreman, VCDR |
| 2. Gene R. Redecker, Sr., DCDR | Jerry K. Stickler, VCDR |
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| 7. Anthony F. Buyny, DCDR | John Kaminskis, VCDR |
| 8. William G. Husfield, DCDR | Peggy Smith, VCDR |
| 9. William C. McCracken, DCDR | John Merlino, VCDR |
| 11. James C. Williamson, DCDR | Ronnie McNeil, VCDR |
| 12. Robert O. Bruce, DCDR | Donald N. Edmands Jr., VCDR |
| 16. James C. Myers, DCDR | Howard Walker, VCDR |
| 18. G. Higginbotham, DCDR | Ronald J. Tvorik, VCDR |
| 24. Kenneth G. Westra, DCDR | Dawson B. Mabry, VCDR |



**COMO David L. Maul
District Commodore**

“ONE COAST GUARD”

I believe that we have heard those words before. “One Coast Guard” in that all components of the Coast Guard, Active duty, Reserve, Civilian employees and the Auxiliary are all part of “ONE” organization working together toward a common goal. Several things have happened over the past few months that make me feel that perhaps this is, in fact, the case in the Eighth District Eastern Region.

Throughout his tenure as Commander of MSU Pittsburgh, CDR Steve Wischmann, along with Tony Buyny (DCDR 7) and Bill McCracken (DCDR 9), has fostered enhanced communication through monthly “leadership meetings”. In April CDR Wischmann and the Auxiliary leaders broadened this concept by establishing a one day “Leadership Summit”. All Coast Guard and Auxiliary leaders were invited to attend. The purpose of this meeting was to get all “stake holders” in the Coast Guard mission involved in a dialogue to enhance cooperation, communication, and a commitment to all aspects of the MSU’s activities and missions. What a great beginning to bring the “One Coast Guard” concept to life.

In June, CSBM Tony Economy, the OIC of the USCGC Ouachita, along with the support of Jim Myers (DCDR 16) established another “Leadership Summit” to include all senior leaders of the boat as well as all Auxiliary leaders from the Division and Flotillas. Included in the Summit were LCDR McTaggart, OIC of MSD Nashville, Ensign Bradford Clark, Sector Ohio Valley, COMO David Maul, DCO 8ER and CM Gary Petty representing the CG Reserve. Following a discussion of Leadership Principles the group moved to areas regarding training, morale, public affairs, public safety, security, and administrative support. This was a very successful experience and the group has agreed to conduct similar opportunities in the future so that all members can get to know each other and find ways to better work toward a common goal.

I believe that we need more opportunities like this, to work toward the “One Coast Guard” concept. When people know each other,

(One Coast Guard continued from page 2)

communication and cooperation tends to be enhanced. I would ask each of our Auxiliary leaders to establish a relationship with their Coast Guard counterparts and to develop opportunities for both organizations to realize the strengths and skills that each brings to the organization.

Speaking of the Coast Guard, I would like to welcome our new Director of Auxiliary, LCDR William Butler, to Louisville and to the Eighth District Eastern Region. I have had several opportunities to work with him since his arrival on 06 July, and I have found him to be a person who wants to work with the Auxiliary and is willing to give as much as it takes to ensure that we are able to meet our, and the Coast Guard's, mission requirements. He is very interested in meeting the membership and would like to visit all of the Divisions this year. Please send him an invitation, and be prepared to brief him on your goals, activities and needs.

As always, I truly appreciate all that every member does for the Auxiliary. Our membership numbers are growing (YEAH) and that brings a challenge to our Flotilla leaders. Get our new members engaged as soon as possible and ensure that they "want" to stay as members in this great organization. Have a safe and productive summer season.

Did You Know?

- Humphrey Bogart, actor, WWII Coast Guard Auxiliarist
- Lloyd Bridges, actor, Coast Guard Auxiliarist
- Walter Cronkite, newscaster, Coast Guard Auxiliarist
- In the television series *Boston Legal*, the characters of Allan Shore and Denny Crane portrayed by James Spader and William Shatner respectively join the U.S. Coast Guard Auxiliary.
- The 1997 science fiction film *Event Horizon* depicts a space-going search and rescue organization, with rank insignia and shoulder patches identical to those of present day Coast Guard. The spaceship also features the distinctive Coast Guard racing stripe.

Source: U.S. Coast Guard



Richard A. Washburn
District Chief of Staff

APPOINTMENT OF DSO-MA AND DSO-PS

As we progress through the year, changes are made to the District Staff. I have two changes I wish to announce. The first is we have a new DSO-MA. Mike Cotter has been appointed as your new MA Officer. Although relatively new to the Auxiliary, Mike has a wealth of knowledge and expertise in the retail business. Mike has many ideas to enhance the District Store. He is speaking with outside vendors to bring us new and exciting products to the store. Mike has taken some best practices from other Districts and will bring them to our District. In addition to your favorite and required items, Mike is shopping for unique things such as embroidered hats and shirts with a Coast Guard Theme attached to them. You will also see some of the items we have on sale and closed out. Keep an eye out for some great deals at the store. Mike welcomes any requests or ideas you may have for items to carry in the store. Also keep in mind, supporting the District Store helps to keep us profitable and allows us to maintain our programs and fulfill our mission and goals. Mike can be reached at: cotter378@hotmail.com. His phone number is 614-571-9567. Please keep in mind the Chain of Leadership and Management before contacting Mike.

The second new appointment is Alan Hall. Alan has been working as our new DSO-PS Officer for several months now. Alan was the PS Officer for Division 1 and did a great job for David Totman's Division and the members in Indianapolis. Alan brings his PS skills to the District as we increase our membership to 1,212 members. Your Staff has been working to not only recruit new members but also maintain our membership. With that goal in mind, Alan has been tasked to work with your DSO-PS Officer, Lynn Miles and your DSO-PB Officer, Gerlinde Higginbotham to accomplish these goals. COMO Maul and I feel by utilizing these three resources in combination we can exceed our goals for PS. So far Alan, Lynn and Gerlinde have been making great progress. Alan can be reached at: expoconosailor@aol.com His telephone number is 317-846-6085. Please contact Alan with any concerns that your FSO-PS or SO-PS Officer cannot find an answer to.

As we move along with these changes, let us not forget to thank Debbie Guffy, our outgoing DSO-MA. Debbie has done a wonderful job with the store. She has computerized us, mobilized us by using a trailer, inventoried us and many other technological advances we desperately needed. She has made a smooth transition for Mike Cotter and has maintained an outstanding record keeping system during her tenure. She will be missed.

Thanks to Chuck Tibbins our outgoing DSO-PS Officer. Chuck did a fine job with filtering and disseminating the many new member inquiries to all the Divisions. As you can imagine the PS paperwork is a daunting task. Chuck maintained great record keeping resulting in less stress for the rest of us. Chuck has helped Alan Hall in the transition to his new position. With these two changes, we see forward movement of the District by recruiting new members and profitability of the store. We have many goals to work on and these two new DSOs are getting the job done!



Bill McGonigal
District Captain - East

Change Happens....

It was over twenty-five years ago that the Auxiliary had to change to meet the Boat Crew Standard, in the midst of much moaning and groaning by the members active in operations. Less than half that time in the past, we had another major change – the PSI or background checks. This change was accompanied by much wailing and gnashing of teeth. We lost quite a few members. Some said the future of the Auxiliary was in doubt.

But today, our membership has increased significantly. The remaining (and new) members seem to have a different attitude towards both the organization, and to change. Last year we got hit with an urgent change to get everyone ICS 210 certified. Divisions seven and nine in Pennsylvania quickly responded with an attitude of “Let’s Git ‘R Done.” They gave up a Saturday when many of them had Christmas parties to attend. Dave Stroup, DCAPT-W, organized an ICS 210 class which was attended by many Auxiliarists from the Eastern area. They wanted to put the change behind them, and did, without complaining.

Other changes are creeping in to our world. Some of the AUXOP courses are being enhanced, such as AUXSCE. Hard copy manuals are being replaced with online versions. (OK – there are still some people not totally thrilled about that!) Requirements for RBS and Marine Dealer Visitation have been tightened, as has a new requirement for Comms and watchstanding. The rate of change isn’t slowing down, it’s speeding up. What’s causing all this?

Hurricane Katrina may have had farther reaching effects to the Auxiliary than any of us realize. The government’s lead person, Admiral Thad Allen, got a front row seat to see what the Auxiliary could do to help the Coast Guard. The Auxiliary served in support centers near the stricken area. We backfilled Coast Guard positions all over the country. We supplemented or fully performed patrols and operational support missions for the regulars who were busy in Louisiana. Admiral Allen is impressive not only for his performance during Katrina, but for the leadership and modernization program he has instilled throughout the Coast Guard. That includes appreciation of the Auxiliary at the highest levels.

We’ve seen the Commandant’s attitude spread throughout the 8th District. Admiral Whitehead believed in the Auxiliary and gave of himself and his time. Captain Tim Close, Chief Western Rivers, was a very strong supporter of the Auxiliary. CDR Wischmann went the extra mile to integrate the Auxiliary into MSU Pittsburgh. The CO of MSD Cincinnati strongly supported Auxiliary watchstanders and reaped hundreds of volunteer hours in return. Sector Ohio Valley has begun integrating Auxiliarists into some of their programs. CDR Michalowski, DIRAUX, worked hard for the best interests of the Auxiliary. Maybe the sometimes painful changes we endured are beginning to bear fruit.

Besides the modernization program, the Coast Guard is undergoing changes which will directly affect Auxiliarists throughout the 8th District Eastern Region. Rear Admiral Mary E. Landry is the new District Commander. Captain Thomas D. Hooper is now the Chief, Western Rivers. CDR Richard V. Timme recently became the Commanding Officer of MSU Pittsburgh.

LCDR William Butler is our new Director of Auxiliary (DIRAUX). Will these new leaders take the Auxiliary as seriously as their predecessors did? That question will be answered by what we show them. How well are we trained and prepared to support the Coast Guard? How seriously do we take our mission? Can they depend on us to perform? How well do we adapt to new challenges and changes? The changes we have been through have strengthened our organization. There are certainly more changes to come. Keep the Change!

Gene R. Redecker Sr.
Division Commander, Division 2

On that seemingly ordinary September morning I had not listened to the news before arriving at my office sometime after 8:30 am. While going over some paperwork shortly after arriving at the office, my oldest daughter in Florida called me. She hurriedly asked me if I had heard the news! I told her, no, I hadn't. She then said "Turn on your TV. A plane just hit the WTC!" I did, and just about that time the second plane struck the other tower. In my office, we were all in a state of shock, like everyone else. Then came the report of the Pentagon being hit! On the heels of that was the news that yet another plane had been hijacked and crashed in Pennsylvania! None of us knew how far this thing reached, nor what more might happen!

Virtually everyone in or connected with the United States and old enough to remember will be reflecting on that day at some point between now and September 11. The unthinkable events of that fateful day are etched indelibly into our minds. For many of us, including myself, that was the cataclysm which prompted us to join the Coast Guard Auxiliary.

Like many others, I wanted to DO SOMETHING to help out. But being a "senior citizen" and having been at that time away from the military for 37 years, I found few direct opportunities available! Wanting to do more than give blood or join a neighborhood watch group, I sought other possibilities. It was then I recalled an organization which, as a lifelong boater, I had been aware of in the past. That organization was the Auxiliary. Previously, I had only a passing interest in it, but now it seemed a natural way to become involved! The rest, as they say, is history.

Each of you have your own story from that day. When you feel unappreciated, become discouraged and frustrated with our paperwork, your fellow Auxies, the military bureaucracy and what seems like never ending, thankless work, think back to how you felt on that soul rattling morning eight years ago! Most of us were so enraged we would have risked our lives just to get a chance to fight back! We were thinking "Give me gun, give me a shovel, anything....just let me DO SOMETHING!" The desire to come to the aid of our Nation under siege was overwhelming!

The response of the United States, as a whole, and our worldwide neighbors has been successful, thus far. We have had few serious incidents on our soil since, and none of those were able to be brought to completion. The threat, however, has neither changed, nor diminished, as evidenced by events in other parts of the world in more recent years. We are still very much at war on many fronts, in numerous places and in varied ways!

This situation will likely last many years, perhaps decades. Whether troops are recalled from Iraq or not, the War on Terror is still being waged and probably will be for a very long time to come. *Remember, the reasons we did what we did after 9-11 are still the reasons to continue doing what we are doing!* We are still, each in our own way, doing what we can to protect our country and save lives. Let's not allow the everyday aggravations we all confront to blind us to the larger picture! If everyone ceases doing what they began after 9-11, we are opening the door to a repeat performance, perhaps in a different but equally disastrous way!

Let's all remain Semper Paratus





Gene R. Redecker Sr.
Division Commander, Division 2

**In Memory of Commodore
Arnold L. Coyer**

There have been three fine men who have been mentors to me over my Auxiliary career. One of those men was COMO Arnold L. Coyer, better known to most of us as simply “Corky”. There are men in our lives who were “Men’s Men”, those who somehow seem larger than life. COMO Coyer was such a man. Such people do not always become famous or powerful, yet they have a profound impact on the people and organizations they interact with. Corky certainly did that!

At age 77, after a prolonged illness, Corky crossed the bar on 03 May, 2009 in Huntington WV. On Wed, 06 May, we laid his mortal remains to rest in Ridgelawn Memorial Park. At that time, he had nearly a half century of Auxiliary service, rising through the “ranks” to Commodore of the Eighth District, Eastern Region. A family man, devoted to his wife of 56 years, Roberta, or “Bobbie” as we all knew her, and his daughter Susan, he knew how to put “first things first” and family was first.

Vocationally, Corky had made a career with the City of Huntington, WV. Fire Department, again rising through the ranks from Firefighter all the way to Deputy Chief. He was one of the firemen responding to the Marshall University plane crash in 1970 which decimated the university’s football team. Later in his career, he suffered extensive injuries sustained while fighting a major fire, nearly losing his life in a fall when a floor collapsed under him in a burning building.

Corky was, as you might expect, a boating enthusiast of major proportions. He and Bobbie owned a beautiful large houseboat which was kept docked on the Ohio River at Huntington. They also owned an open runabout which he had put at the Auxiliary’s disposal as an “Operational Facility”. Their houseboat was also designated a facility. His other great “passion” was the Vinson High School Band and he was a longtime supporter of the Band Boosters there.

Corky was preceded in death by his sister, Hope Coyer Williams, and left behind a brother, Larry Coyer, and six nieces and nephews. Scores of firefighters, Auxiliarists, neighbors and residents of the Huntington area called him a friend and feel the loss.

Personally, I found him to be a loyal friend, knowledgeable in the pursuits he followed and with the tenacity of a bulldog. He was the kind of man who had strong opinions and wasn’t easy to change. He was generous with his advice, some of which I took, some not. When I was proven right, he accepted it and congratulated me. When I was wrong, he never said “I told you so” he just nodded, winked and said “Now you understand!” We didn’t always agree and we occasionally had words, especially when I held a higher active office. Nonetheless, he always treated me with complete respect regardless of our differences. As for myself, after all the dust settled, I can truly say that there are precious few men in this world for whom I hold greater respect than for “Commodore Corky”.



Rick Schal,
Division Commander, Division 4

2009 Madison Regatta

The Fourth of July weekend marked the 60th anniversary of the modern day Madison Regatta on the Ohio River at Madison, Indiana. American Power Boat Association (APBA) unlimited hydroplanes from all over the country race at speeds in excess of one hundred and eighty miles per hour around a two and a half mile oval race course. Winners accumulate points toward the overall APBA championship. Large crowds of spectators line the shoreline and come by boat to watch the races from the river. Additional activities include an air show, parade, music, pit activities and fireworks at night. The small town of Madison, Indiana, more than doubles its population for the weekend and requires additional crowd control on the shore as well as on the Ohio River.

For as far back as any current auxiliariast can remember, the Auxiliary has assisted the Coast Guard and Law Enforcement in keeping the river safe. These activities include maintaining the picket line, keeping the barge channel open, helping to keep the river closed during the races and assisting boaters in need of help. This year, despite the rain and record low temperatures, an excess of one hundred and fifty boats came to Madison to watch the races and take part in the activities. Other than a few incidents of dead batteries, dragging anchor lines or running out of fuel, there were no reports of damage to boats or property and no injuries to individuals.

The Madison Regatta not only gives positive exposure for the Auxiliary, but it also gives our members a chance to assist the Coast Guard and put our skills to good use. Besides that, we have a front row seat to view one of the premier events on the Ohio River.

In the future, any Auxiliariast wishing to take part in the Madison Regatta should contact Division 4. We always have a need for additional help and welcome the assistance from other Divisions.



Bill Husfield
Division Commander, Division 8

I send you greetings from the western most Division in the Eighth District, Eastern Region . Just a quick refresher of where we are geographically; we are 5 counties in southeast Missouri, 13 counties in southern Illinois, 14 counties in western Kentucky, and 19 counties in western Tennessee. We are flanked by Divisions 1, 4, 11, and 24.

Yes, we were right in the middle of where some the worst of the 2009 Ice Storm hit. Even though most of the cleanup has taken place, there are many areas that still look like a war zone. I think most of us have seen trees that were hit by a tornado and you can even see the path the twister took. In a number of areas, it looked like that here, but not just a path, it was everywhere you looked.

That is all behind us and now even the 2009 Spring Conference in Knoxville is a thing of the past. I am very proud of the awards and recognition our members earned as a result of their efforts in 2008 and the superb leadership of Rob Sorg our IPDCDR (formerly IPDCP).

By this time of year most of us have taken the boat out of mothballs, or is it, taken the mothballs out of the boat? It is also time to verify the goals we set for the year on VSC, Public Education, Surface Operations, Program Visitation, Coast Guard Unit Support and the myriad of things we do, to see if we are still on track. It is also time to continue recruiting new members and reinvigorate our existing membership. We must never loose sight of the fact that it is the members who make us what we are. Everyone has something they bring to the organization and we must embrace their diversity.

I wish all of the members in the Eighth District, Eastern Region and throughout the entire Coast Guard Auxiliary every success in the coming months.

Jim Myers
Division Commander, Division 16

Greetings to all members of Eighth District, Eastern Region of the United States Coast Guard Auxiliary. I am new to the Auxiliary, having spent my professional life behind the controls of aircraft all over the country. After I retired, I was looking for an activity to keep me off the streets. I built a boat that my father and I had started in 1954. This turned out excellent, but I was soon bored with just making furrows in the water. I looked around for something that would combine my love for the water with the feeling of accomplishing something. I found this in the United States Coast Guard Auxiliary. Not only is it a very worthwhile occupation, it is also a very necessary service to the boating public.

I have found great satisfaction in passing on my knowledge and experience to the next generation, in teaching boating safety classes, manning a booth at boat shows and calling on our marine dealer partners. Every time we do a vessel safety check we should also be teaching a mini boating safety class. When we visit our marine dealer partners, we should point out safety items they should be showing to their customers. We also hold an annual "Kid's Safe and Sound" day. Law enforcement, health care and rescue operations put on a show and tell for the kids and their parents. The members of Division 16 operate a life jacket demonstration booth and explain to them and their parents the importance of life jackets. There are opportunities all around us if we just open our eyes to get the auxiliary better known and accepted in our communities.





Mark A. Lapenna
District Flight Safety Officer

Aviation Safety Is Paramount

As the newly appointed Flight Safety Officer for Eighth Eastern first let me say that I am saddened by the loss of our previous DFSO and fellow aviator Jerry Sprayberry. He was an entertaining storyteller and very experienced pilot. His loss has been tragic among the 82nd and around the District. His shoes will be hard to fill.

Secondly, allow me to introduce myself: I joined the Auxiliary in mid-2004 and currently a member attached to Flotilla 05-05 in Northern Kentucky. I served as Flotilla Commander for 2007 and 2008 and presently serve as my Flotilla's Operations Staff Officer and Finance Officer. My current qualifications include boat crew member, Instructor, Interpreter (Italian), Aircraft Commander, Instructor Pilot and Flight Examiner. I have 25 years of aviation experience, 20 of those at the airline level, and I presently fly internationally for UPS Airlines based in Louisville, Kentucky. I also served in the U.S. Coast Guard from 1977 to 1981, in active duty status serving most of those years as a Radioman aboard the Coast Guard Icebreaker Northwind.

My duties as the District's Flight Safety Officer are spelled out in Annex 3 of the Auxiliary Operations Policy Manual and in Chapter Eight of the Auxiliary Aviation Training Manual. The goal of the Aviation Safety Program is to *"improve operational readiness and promote the availability of Auxiliary aviation by conserving human resources, equipment, and funds through mishap prevention."* The Aviation Safety Program has also established procedures for aircraft mishap prevention and investigation. I work closely with the District Aviation Staff Officer (DSO-AV), the Flight Safety Officer at our Order Issuing Authority, Coast Guard Air Station New Orleans and I report directly to the District Commodore.

One of my duties is to implement the safety plan within the District. I discovered that we didn't have a mishap reporting procedure in place and immediately drafted the Mishap Checklist, a simple step-by-step, checklist-style procedure; guidance that our pilots, aircrew and passengers can utilize if ever involved in an incident or accident. I carry one in a pocket of my flight suit, as well as provide one to each passenger, so that it is readily available if needed. I also drafted the Mishap Reporting Procedures which is an expanded, comprehensive and detailed document regarding the mishap reporting process, provides definitions of reportable mishaps and explains the different classes of aviation mishaps. Both documents were reviewed by the DSO-AV and then submitted to the Flight Safety Officer at Air Station NOLA for review and approval. They were finally distributed to each of the Squadron's 14 pilots and 14 aircrew and observers as well as a copy provided to the District Commodore.

A "mishap" is defined as an accident or incident that results in damage to the aircraft and/or results in the death or injury to a crew member or passenger. It also includes out-of-the-ordinary occurrences such as crew member incapacitation, crew illness, engine problems, precautionary landings, bird strike, near mid-air collision, etc., and are classified A-to-E dependent upon crew member fatality or severity of injury, property damage amount or engine damage only. The first order of business in the event of a mishap is to ensure the safety and welfare of the flight crew. Secondly, the Pilot-in-Command (or flight crew member) is required to notify the DFSO and the Air Station and provide location, initial details of the incident and crew and equipment status. This sets into motion a series of events by the DFSO who immediately notifying the District Commodore, DSO-AV and Air Station Flight Safety Officer.

Alan Hall
DSO- Personnel Services

Recruitment and Retention

Where do I begin? I accepted the DSO-PS because I wanted to help our organization grow. I also like helping people. Personnel Services has one thing in common with all our offices in the Auxiliary; it requires a commitment to do the job well. After the first few days of training I thought, what was I thinking? We all feel this after we really get into what an office requires. But I am happy to say I have already enjoyed speaking with other SO-PS officers and many prospects I have had conversations with. I especially enjoy hearing a new member speak with enthusiasm after a few short weeks or even an initial contact with a new prospect.

During the transition period I have been full of questions for Chuck Tibbens. He has done a remarkable job in helping me. I thank him for all he has done. I will do my best to produce as well as he did.

Building our membership doesn't have to rely on people sending an inquiry to our National Web site. If we only added members in this way, our growth would become stagnant over time. So, we must always try new ways of drawing people to us. This is where study of our old habits and running some statistical analysis can help us find some missed opportunities and pin point some things we are doing well.

Groups such as "Black Belt" teams (we were called Data Detectives by some of our peers where I worked) have shown almost any activity, whether it be a service or product, can become more robust by examining results of the product or service. After a picture has emerged and shows some changes can enhance your findings, then you must design a plan of action. It's not enough to just have a plan. You must put your plan into action.

Our District Commodore, David Maul and his Chief of Staff, Rick Washburn, have taken the first step in our quest for improving the PS part of their Strategic Plan. They have asked that the DSOs of PA, PB and PS work together as a team to come up with a plan that will increase recruitment and retention.

Our first assignment is to collectively gather as much insight into these two items as possible. Then we need to come up with a list of things we should do and form a pro active plan. Gerlinde Higginbotham, DSO-PB, Lynn Miles, DSO-PA and I are presently working on this. We have just started putting our heads together to list ideas. We will also need to identify how each Division is presently trying to get new members.

Why do we need these particular Offices working together? We need the PA involved because they are more knowledgeable about where to market the Auxiliary. We need the PB involved because they are the experts on the tools of our trade to recruit. By the way, they have come out with some new video tools that should enhance this area. Finally, we need PS as the initial contact with prospects. Each of these roles is crucial to the future growth of the Auxiliary.

Our next important goal is Retention. Why do we lose members? We lose members because they get bored, confused or their expectations were not met as to what they thought the Auxiliary would be.

The Spring Issue of "The Pilot House" had an article from Division 24 Commander, Ken Westra. He hit the nail on the head! He said, "We must mentor the new members we recruit." Some Divisions may need to do more in this area and some may be doing things well. But wherever we stand in this area, we need to strive to do better.

As for our plan, we will come back later and share what we have put together. Until then, Semper Paratus



Bill McGonigal
District Captain - East

**Auxiliary at Sector Ohio Valley
 Command Center**

Memorial Day weekend 2009 experienced an unusually high number of boaters, along with high amounts of radio traffic and water related incidents. Lower fuel prices and nice weather seemed to bring everyone out of winter hibernation and onto the water. Coast Guard Ohio Valley, Louisville Sector, anticipated a similar traffic load during the Fourth of July weekend. In a proactive move, SOHV asked the Coast Guard Auxiliary for assistance in the Sector Command Center during peak load times during the busy weekend. This would be a first for SOHV and the Auxiliary. Nobody was really sure how things were going to work out.

I was lucky to be the Auxiliarist selected to assist in the SOHV Command Center during the Fourth of July Weekend. I understood this was a “Proof of Concept” and future requests to the Auxiliary would depend on how well the Auxiliary could integrate into a tight and fast paced area such as the Sector Command Center. I was both eager to get started and apprehensive about making a good first impression with the Sector team.

LT Crowe had provided excellent driving directions to find Sector. However, after checking into my hotel, I realized I would be coming from a different direction. I decided to use Map Quest instead. (That was bad decision.) Map Quest was off by nearly two dozen blocks. After spending most of an hour touring the Louisville waterfront, I finally gave up. I was reluctant to call, since I was supposed to be helping take calls, and not adding to the SAR call volume. (Sigh – there went the good first impression!) OS2 McIntire was very gracious and guided me to the right location.

It can be a little overwhelming when you first enter the command center. There are charts and online displays everywhere. The radio chatter is a “cacophony of chaos,” with many stations talking at once. I later learned Sector has twenty-two “high sites.” These are radio repeaters which allow the Sector Command Center to send or receive at twenty-two locations. Their Area of Responsibility (AOR) covers the Ohio River, the Cumberland River and the Tennessee River, along with a number of inland lakes and reservoirs. If anyone from East of Pittsburgh to West of Paducah, or around Nashville, Knoxville, or Huntsville and beyond, transmits on marine channel 16, Sector will hear them. In fact, they hear all of them at the same time.

I was impressed how effectively the communications watchstanders (OS2 McIntire, OS3 Oxner and OS3 Prevatt) could selectively hear key words and important conversations out of the bedlam from all those stations on channel 16. The comms watchstander may be filling out a log or in the middle of a marine safety broadcast while half a dozen voices are blaring simultaneously. They are able to pick out key words such as “stranded” or “sinking” or “aground.” Because of interference from overlapping transmissions, they sometimes have to react on partial words, such as “. . .day” or “May. . .”

Not everyone can acclimate or be comfortable in this environment of hearing overload. Auxiliarists wanting to assist in the Command Center might want to spend a little time practicing their selective hearing and ability to mentally focus on “one of many.” Try turning on the TV and a couple of talk show radios at the same volume. Then try to listen to each



Anthony F. Buyny
Division Captain
Division 7

**Marine Safety Unit Pittsburgh
And Auxiliary Forge Leadership Links**

Coast Guard Marine Safety Unit (MSU) Pittsburgh is a self-described “small unit with a big mission” as it works to enhance maritime safety and security in its area of responsibility (AOR) in the Upper Ohio Valley region. The unit is responsible for 328 navigable commercial river miles that span parts of Pennsylvania, Ohio, and West Virginia.

MSU Pittsburgh’s world of work is carried out on the Monongahela, Allegheny, and Ohio Rivers. This AOR comprises the second largest inland port in the nation and is home to thousands of recreational boaters. This complex port area requires wide-ranging mission performance of the Active Duty members who in turn rely on the Reserve and Auxiliary forces as critical elements in the unit’s success.

CDR Steve Wischmann, the commanding officer of MSU Pittsburgh, has committed to building capacity throughout Team Coast Guard forces in order to ensure that his unit and Sector Ohio Valley can optimize performance across all mission areas. He has invested considerable time improving relations with the Auxiliary in order to ensure they stay well poised to meet the challenges of support and service to the MSU.

“I see the Auxiliary as a key element of our success. They bring a unique continuity of experience, area familiarity, and a strong relationship with the recreational boating community that is essential to a safe waterway,” stated CDR Wischmann.

CDR Wischmann, Tony Buyny and Bill McCracken, the respective Captains of Division 7 and 9, have fostered enhanced communication through monthly “leadership meetings”. These actions produced a robust two-way dialogue that both the MSU and Auxiliary leaders sought in order to bolster their organizational and operational relationship. The Auxiliary, with nearly 200 total members, have been called upon for a wide range of mission functions over the years and are being encouraged to increase their presence in daily unit functions.



Bill McGonigal, DAA-I Innovation

I was recently appointed by Commodore Maul as the District Administrative Assistant for Innovation, or DAA-I. During the coming months I will provide information on technology and innovation items than may make your life a little easier. Let's get started!

Computers can be really frustrating and mysterious. A session on "Computer Skills" at the Fall Conference can help you get more comfortable with your PC beast. The session will also provide some easy things you can do to help your computer run better. There will be information on tips and tricks to make your computer more fun and interesting. DeAnne Rodenburg will be presenting AUXDATA in her class. This session is not about Auxiliary systems – just the computer. Everyone is invited to the Computer Skills session, including spouses and guests.

You've seen the commercials on TV for Vonage, Magic Jack, cable phone systems and other Internet-based phone systems. Some of them are pretty economical. But how about "free?" Yep, there is a free software package called "Skype" that will let you talk computer to computer just like a telephone. Both parties need a computer, and both need to have the Skype program installed. (You can call regular phones, but that costs about \$30 per year.) Computer to computer is free to anywhere in the world.

Simply go to www.skype.com and follow the instructions to download and set up Skype. Ignore the parts about paying for additional features. You do not have to give a credit card number, or pay any fees. You will also need a microphone or a head set. If you have a microphone, you can listen over the speakers in your computer.

Q. Is it secure?

A. Your voice is encrypted, but don't discuss classified or sensitive information.

Q. Can I do conference calls?

A. Yes. You can add multiple people to the same call.

Q. What else can I do with free Skype?

A. Send files, pictures, documents, spreadsheets, etc. They are encrypted during the sending. You can do texting and chats. If you have a web cam, you can video chat between two people. (This is a free version of what used to be called a "video phone.")

Q. Do I need high speed Internet or a powerful computer?

A. No, but video phone chats, or hosting a conference call could be a problem.

Q. Can I use Skype on a Coast Guard workstation, or at my work?

A. No. Security restrictions and firewalls can prevent Skype from working.

The Skype web page has a lot of information and more Frequently Asked Questions (FAQs). Check it out! Easy conference calls? You may already have an easy way to make group calls. Check your cell phone and see if there is an option to "Add a Call" in your calling menu. We found the iPhone has this feature, and it works very well. Other "smart" or semi-smart phones may also have the same capability. There doesn't appear to be any extra charge for hosting conference calls, but check that out before you make too many calls. We also have not yet found a limit on the number of people you can have on the call.

Until next time, explore, be daring, try new things, and mainly have fun. Innovate!





Jim Williamson
Division Commander,
Division 11

**SAREX on the
Cumberland River**

Division 11 implemented a Division-wide SAREX during June incorporating a HAZMAT Exercise. The idea originated with the HOZWOPPER course held at the Spring Conference. Red milk jugs simulated the dangerous material on the water; a single digit on the jug matched an envelope provided at the SAREX briefing. Once the envelope was opened it contained a placard with the HAZMAT code. Now let's open the Emergency Resource Guide (ERG), each OPFAC was provided an ERG to determine what kind of bad stuff is in the water. Once identified this was relayed by radio to the communication platform. New members were included as observers on the Communications Platform headed up by Bob Wiggins, FSO-CM.

We also had an Auxiliarist act as a first responder. We simulated a person in the water, performed a rescue, asked for assistance, and performed first aid. As a matter of policy, all Division 11 OPFAC's are carrying ERGs on board. It is better to have them and not need them, than to need them and not have them. We had our four SAREX OPFACs conclude our activities with a diamond formation on the River passing under the Bridge for a photo opportunity by Harry Stephenson, our Division SO-PA.

We had lots of good fellowship, a fantastic lunch, and great participation by our membership.



(Aviation Safety continued from page 10)

Threats to aviation safety are abundant and challenging in the 82nd Squadron's area of responsibility: mountainous and isolated terrain, open water, low-level operations, flight ops in and around the airspace of major and secondary airports, airborne traffic, fatigue, extreme heat, cold and ice, all of which present significant operational hazards as well as potential and very serious safety and survival situations. The annual aviation workshop at Air Station NOLA, in addition to my periodic safety updates to the Squadron, specifically address these threats and counter-threats to ensure that our aircrews conduct safe and efficient flight operations.

In 2008 the Squadron safely flew 66 missions for 300 flight hours and patrolled more than 15640 river miles in the District as well as responded to aerial over-flights in areas of natural disasters around the mid-west United States. The 82nd Flight Squadron is composed of experienced aviators from around the District: Pittsburgh and western Pennsylvania, Huntington, Cincinnati, Dayton, Louisville, Nashville, Chattanooga, Blountsville and Meridianville, Alabama and Rock Springs, Georgia. The area of operations is geographically expansive, covering more than 8000 miles of navigable waterways within a ten state region and includes 11 major rivers, 29 major lakes, 84 locks and 21 dams.

Prevention is a key component of aviation safety. I continue to provide Squadron aviators with safety-related information culled from many sources including FAA, NASA, airline safety reports, aviation-related magazines, Aviation Safety Foundation and Aircraft Owners and Pilots Association (AOPA). Aviation safety is paramount to the 82nd's success.



Staff Schedule for The PILOTHOUSE Contributions

WINTER	SPRING	SUMMER	FALL
Articles Due 20 JAN	Articles Due 15 days after close of conference	Articles Due 15 JULY	Articles Due 15 days after close of conference
DCO	DCO	DCO	DCO
DCOS	DCOS	DCOS	DCOS
DCAPT-South	DCAPT-West	DCAPT-East	PCA
DCDR 1, 3, 9, 12	DDC-L	DDC-P	ASC
DSO-AV	DCDR5, 8, 24	DCDR 2, 4, 16, 18	DDC-R
DSO-AN	DSO-PA	DSO-DFSO	DCDR 6, 7, 11
DSO-SR	DSO-CM	DSO-MS	DSO-MA
DSO-VE	DSO-CS	DSO-PB	DSO-IS
POMS COORDINATOR	DSO-MT	DSO-PS	DSO-PE
DIRAUX	DSO-OP	CAP LIAISON	DSO-PV
	CIVIL RIGHTS COORDINATOR	DIVERSITY ADVISOR	QE COORDINATOR
	NSBW CHAIR	DIRAUX	USPS LIAISON
	DIRAUX		DIRAUX

Contributions by individual members throughout the district will always be the most sought after material for each issue. The staff schedule of assignments should enhance publication of a quarterly magazine.

All articles published in The PILOTHOUSE must be consistent with the policies of the U.S. Coast Guard and the U.S. Coast Auxiliary. The purpose of this publication is to provide information concerning the aims, purposes and activities of the Auxiliary, and to keep its members well informed. Members are encouraged to send material to be considered for publishing. Material may be edited. Care should be given to ensure that photos of members in uniform should be with them in proper uniform, and that photos of facilities are rigged correctly.

It is not required, but requested you send your article by email, in plain text with photos attached. You may also mail or ship a CD. It's our policy to provide credit for material and photos. Dated material will be given priority. Prompt production is our goal, but the actual date an issue is printed, mailed, or delivered is determined by a number of factors. Deadline dates are indicated in each issue.

one in turn. When you can do that, add two or three more radios and see how well you can concentrate on just one of those conversations. Of course, many of us get similar practice while we are watching our favorite TV show and have a chatty spouse...

The action seems to come in waves. During the minutes of calm, OS1 Sybor explained and demonstrated what Sector has to do to enter data into the MSLE system each time an Auxiliarist calls in with a tow or SAR case. OS1 Bryant and OS2 Bigger spent time going over general policies and procedures, and well as providing insights about the AOR. I got to listen in on some of the training being given to a reservist, OS2 McDaniel. While I was able to take some of the load off the team by handling Auxiliary calls, it was clear I would need several hours of training to raise the level of how useful I could have been. And that time didn't exist between the waves of incoming calls.

A pleasure boat caught fire and was stranded. Another pleasure boat sunk. A small oil spill was reported. A commercial vessel lost one of the main engines. An Auxiliary vessel was keeping an eye on a vessel with an overheating engine that eventually had to be towed. A tornado passed directly over a commercial vessel with barges and blew them nearly onto the bank of the river. (The storm then headed towards a number of Auxiliarists on patrol.) Pittsburgh had the Three Rivers Regatta all weekend. Two Auxiliary facilities on an inland reservoir each had a disabled vessel to tow. An Auxiliary patrol reported a moored barge started to break free and remained secured by just one corner. Aids to Navigation (AtoN) were reported with lights missing or extinguished. A bridge near a high traffic area was reported with all lights extinguished. Another pleasure craft lost their water pump and was stranded in the river. A couple dozen locations had safety zones and fireworks. Some locations needed a broadcast to announce river closures during their fireworks. River water levels were being monitored. Thunderstorm and tornado warnings for our area were issued by the National Weather Service. Coast Guard underway small boats were checking in hourly. Patcoms were checking in and out, and adding to the general radio traffic. Auxiliary facilities were checking in to commence or end a scheduled patrol. The Sector team told me it was just another day at the office...

The Auxiliary had over forty patrols scheduled, and that was just for Saturday. In fact, the Auxiliary had more patrols underway than the Coast Guard has vessels in this AOR. Thank goodness Auxiliarists are very professional with their use of marine radios. And so are the commercial vessels. Pleasure boaters are another story.

The following are excerpts from some actual radio traffic. (The vessel names have been changed.) Several of these were received during other, more serious events.

Bubba: Humdinger, Humdinger – this is Bubba - you got your ears on good buddy?

This call resulted in a flurry of transmissions from other boaters who quickly pointed out this is NOT a CB radio. We didn't have to say a word. Thank-you!

Unknown 1: I'm broke down and need help.

Unknown 2: What is your location?

Unknown 1: I'm up by the dam.



The Area of Responsibility (AOR) for Sector Ohio Valley includes 10 states, 11 major rivers, 29 major lakes, 84 Nav locks, over 8,000 miles of navigable waterways and 210 major dams. We now had the location narrowed down to near one of those 210 dams.

(MSU Pittsburgh continued from page 13)

In April, CDR Wischmann and the Auxiliary leaders convened the first MSU/Auxiliary Leadership Summit in an effort to broaden their monthly format to include the Flotilla leadership. This one-day session was very fruitful as it focused on gaining a renewed vitality in MSU and Auxiliary communication, coordination, and mission execution.

The MSU/Auxiliary Leadership Summit was moderated by LCDR Scott Higman, the MSU's Executive Officer, and included an examination of Auxiliary missions, local goals, what is working well, and what issues need to be addressed. The outcomes are intended to inform a series of summits that will garner stronger organizational relationships and improved problem-solving capabilities within the Auxiliary and between the Divisions and the MSU.

Tony Buyny offered, "This on-going dialogue is unique in my experience and has already produced results – the Auxiliary is better able to respond to the needs of the MSU." He added, "It's a work in progress but one that we are committed to continuing for any foreseeable future."

Bill McCracken added, "We must do our part in support of the Coast Guard. The MSU has been supportive of us and the Leadership Summits provide an opportunity for us to further grow to support them."

The continuing Summit process relies on strong communication, coordination, and commitment from all of the participants. Like all good things, the leadership meetings in Pittsburgh will take some time to produce full results, but the early signs reveal that this is a very worthwhile effort.



A Moment from the Auxiliary History Archives

National Commodore
Grover A. Miller, Jr.
1967-1968
Deceased



Miller enrolled in the Auxiliary in 1955, after he and his wife, Susan, took a PE course. He earned instructor, examiner, communications, and operations qualifications. He served in almost every office and became one of the youngest national Commodores at age forty-four.

In the 1960s, Miller became chief of staff to Ellsworth Weinberg. Weinberg and he reorganized the national staff and improved the Auxiliary's image. **Miller designed the present Auxiliary ensign with a white slash, which replaced the insignia on a navy background. The previous ensign too much resembled yacht club and other boat flags. Burgees for officers were also introduced. During Miller's tenure the "stars and bars" cuff insignia were replaced with the current Coast Guard silver stripe/collar insignia set.** A new uniform system was also introduced. These dress standards held until 1975 when the current uniforms came into use.

Source: ©2007 U.S. Coast Guard Auxiliary, Department of Public Affairs. U.S. Coast Guard Auxiliary History, *A Proud Tradition, A Worthy Mission*



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Eighth District,
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