

District Seven Auxiliary Aviation

Operations and Safety Newsletter



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Introduction – DSO-AV

D7 AuxAir Team,

Welcome to the second issue of the Operations and Flight Safety Newsletter.

At this writing, the Workshop season has seen three Workshops completed with Clearwater scheduled for April 25th. It was great, as always, to meet and greet the dedicated AuxAir members who devote their time and skills to make the Coast Guard Air Stations that much more effective. My discussions with the active duty leadership indicate that our efforts are very much appreciated and, often, are essential.

One of the hallmarks of the last couple of years has been a broadening of the AuxAir mission set for each of the Air Stations, with expanded response to the needs of the Sectors. This is both a challenge and an opportunity: a challenge to broaden and refine your own skills and an opportunity to provide even better service to your parent Air Station commands. It is clear that we are responding effectively to this "raising of the bar," and I wish to thank each and every one of you for your efforts.

In that regard, I want to draw your attention to the article on real-time photography and the enhanced opportunity to support Sector in our patrols. Sectors San Juan, Key West and Jacksonville have experienced the benefits of seeing TOI's in real time. By greatly enhancing our mission effectiveness and relevance, we build a rewarding and professional Auxiliary Aviation Program.

As the summer boating season unfolds, the challenges and opportunities also will grow. Recreational Boating Safety is a core mission for the Auxiliary at large, and I urge you to be creative in identifying situations wherein air platforms can provide a "value add" to the activities of our brethren on the surface side. Joint AuxAir and Aux vessel exercises have been performed in Sector Miami and with Boat Station Fort Pierce with the participation of active duty personnel and vessels. There is value in creating an Air-Surface Team.

It's not too soon to begin very preliminary planning for the District Training Conference (D-TRAIN) on the last weekend of September in Orlando. Your District aviation leadership team is working on some special events, including training, for that weekend, so reserve the dates for an opportunity for education and camaraderie.

Fly well and fly safely.

Ken Plessner DSO—AV





Air Station Savannah Pop-Up SAR Mission

Before launching in the morning, we called the CDO at Sector Jacksonville (as well as the OPS desk at AirSta Savannah) to let them know that we would be in the air most of the day on Saturday. As we were resuming our mission after lunch we were diverted, on a SAR mission.

Sector Jacksonville gave us: (i) the coordinates of the last known location of the vessel, (ii) the call sign of the Navy aircraft participating in the search (a P-3 from VP-62) and (iii) the call sign of the CG boat which had been dispatched. They moved the communications to 21A so that we could communicate with all hands.

We established communication with Navy P-3. They set a 2,000 foot hard deck for their search. We confirmed that we would maintain at or below 1,000'. The Navy P-3 arrived on scene first and began the search followed by our arrival at which time we commenced our search activity. At one point, the P-3 was having difficulty communicating with the CG boat. We offered to help relay communications. We ended up relaying to the P-3 that the CG boat should stay on 21A.

The initial search was a bit scattered as both aircraft moved from boat to boat to try to identify the distress vessel. At one point, the P-3 asked if we could go lower so that they could put themselves in a better position to verify the status of activity of potential targets. We informed them that we had a 500' hard deck. They proposed moving themselves to 300' and that we maintain at or above 1,000. We coordinated our altitude switch with them, maintaining visual separation during the maneuver.



We continued the search at the new altitudes. During this period, Sector advised that they had lost communication with the distress vessel. Soon thereafter, they provided us a updated LAT/LONG for the distress vessel. The Navy P-3 proceeded directly to the new point. We followed.

The P-3 tentatively identified the vessel in distress visually. Using a handheld marine radio that we had brought with us, we contacted the vessel in distress and confirmed their identity. At that point, we discovered that the vessel in distress was underway (we had assumed otherwise) and noticed that those aboard were wearing life jackets, confirming to us that we had the correct vessel in sight.

At this point, the P-3 pointed out that two fast movers were approaching the distress vessel. We remained on scene as did the P-3 until we had verified that one of the fast movers was the CG boat. The P-3 then departed to



resume their training mission. We remained on scene and circled until we felt that the CG boat had established itself with the vessel in distress.

We then contacted Sector Jacksonville and asked if they needed any further assistance from us, as matters appeared to be well in hand and the vessel was proceeding toward shore with CG assistance. Sector released us from the scene and we returned to our based in Vero Beach.

Lessons Learned from the P-3 Navy SAR

There are several takeaways/questions that we have addressed in our own debrief:

1. We should have verified whether the distress vessel was underway. We had assumed that it was not. Our initial search focused on vessels that were dead in the water rather than on the few that were moving.

2. We should have asked Sector to ask the vessel in distress to launch a flare. There were multiple targets in the vicinity of the initial LAT/LONG fix. If the distress vessel had fired a flare, we would have been able to find them immediately.

3. The addition of the hand-held Marine VHF was important. Having a second radio on board allowed us to communicate directly with the vessel in distress, once we had identified them, while we also maintained communications with Sector and the other units involved in the search on CG hand-held. Contacting the vessel in distress directly gave them the additional comfort that they had been found and that help was close by.

4. Our briefing prior to departure in the morning was extremely valuable. We had briefed prior to launch on the various roles that we would each undertake in the practice sector searches that we conducted prior to lunch. Those roles came into play sooner than we might have otherwise expected. Our pilot, Randy Brennan, focused on maintaining altitude and safe operation of the plane, along with any ATC related communications. Our co-pilot, John Moore, focused on communication with Sector and the units involved in the search and coordinating tasks within the crew. Our crew member, Dave Caswell, also a qualified pilot, was the primary searcher, resolved whether each target was the vessel in distress, and was critical in establishing communications directly with the vessel in distress once identified.

5. The pace at which the information was coming into the situation surprised us. The situation changed rapidly as new information and resources were introduced. It makes sense for us to revise our practice to include the introduction of variables (like a new LAT/LONG fix) during the middle of a practice search and to actively practice the CRM on enforcing various roles (as described above).

6. One question: was it useful to the process to have contacted the CDO at Sector Jacksonville prior to our mission so that Sector was aware that we were available as an asset? We had discussed this procedure at the Workshop and wonder if, and how, it worked.

John E. Moore III, Aircraft Commander

A key rule: "don't depend on Sector to give you all of the information that you might need." Think for yourself — you have the best situational awareness from your aircraft. The boat was kept underway since it was taking water and the crew was trying to stay afloat. The Aux crew assumed that the boat was DIW — a reasonable assumption that made the distress vessel hard to find. Asking the distress vessel to send a flare, smoke, a signal mirror or just sail in a circle would have made them easy to find.

Finally the CG boat drove right past the distress vessel! You can't see very far in a small boat moving at a high speed. Calling the CG boat and circling the distress vessel solved the problem. — ADSO-AVX Comments



The District in Pictures



Gerald Metcalf - The D7 2013 High time pilot with 376.9 hours, flying for AirSta MIA and Sector Key West



Gold and Silver aircraft parked at AirSta BQN



Lt Zackman AuxLo MIA congratulates CDR Dan Slyker (Ret) as he leaves Sector Key West where he volunteers as an CDO.



Chuck Fischer and Doug Armstrong fly D7 in Georgia and Florida. Left CDR Loring, Lt. Haley (aide), Armstrong DFSO-D7, RADM Korn, CAPT Rodriguez, Fischer – AAC/BQN



CDR Torres – BQN OPS and First Pilot Pedro Cortes fly BQN's new R-44



Detailed Test Photos from the R44 take around Aguadilla PR (Borinquen)



AirSta BQN Command and AuxAir Unit stand at attention and salute during a wreath fly-by in honor of Thomas Cameron and the 6535 Crew



AirSta BQN Pilots (Gold and Silver) attend the CO Flightsuit Formal. Capt McFetridge is lower left, XO is swashbuckling, OPS is in orange and our AuxLo is hovering the 65.



Chuck Fischer adds his name to AirSta BQN's perpetual plaque honoring AuxAir crews who have flown more than 1000 hours for the AirSta. (Lee Bertman was also recognized as a 1000 hour pilot)

D7 Aviation – Recognizes Bob Hastie outgoing ADSO-AVT

The Auxiliary Commandant's Letter of Commendation Medal was awarded to Bob Hastie, an Aircraft Commander for AUXAIR Savannah and Assistant District Staff Officer for Aviation Training. Mr. Hastie was cited for his prolific flying program in 2013, noting that one-third of those flight hours were as an Instructor Pilot or Flight Examiner. In support of the District staff, Mr. Hastie prepared a comprehensive assessment of Air Crew and Observer training needs, and presented same to the Air Board at D-TRAIN 2013.



AirSta Clearwater - AirAux Gains Facilities, Pilots and Crew

Jon Nichols and his staff have been hard at work adding aircraft, pilots and crew. For facilities the Clearwater Aux operation comprises a total of seven aircraft active with an additional five aircraft awaiting approval. Aircraft include a beautiful TBM 850 turboprop, a Cirrus SR22, a Cessna 310, an Aztec 250, a Mooney, an American General AG5B and a Beechcraft Bonanza.

Three persons were qualified as Observers: Sherri Hines, Tim Robinson, and Robin Conn, Colin Halfwassen earned his IP (instructor Pilot) qualification filling a serious need to train the observers, aircrew and pilots coming on board in rapid succession.

The capabilities of the TBM 850 are remarkable boasting a maximum cruise of 320 knots, a certified ceiling of 31,000 feet and a range of more than 1,500 nm. According to Ken Plesser and Jon Nichols, this aircraft is perfect for our Bahamas missions and is a great logistics transport aircraft with two crew and four passenger seats.

As is customary, Clearwater is holding its Workshop in April — the 26th and 27th. This is a great opportunity to get acquainted with Clearwater's new Aviators and fulfill your workshop and swim drill/egress requirements, if you have not do so already. D7 Aux Aviators are encouraged to attend Workshops for adjacent Air Stations to help coordinate the interoperability of Aux personal and aircraft.

Please contact Jon at jnicholls1@tampabay.rr.com for details concerning the upcoming Workshop.





Air Station Borinquen AuxAir Recognition and Missions

AuxAir Recognition

The Coast Guard recognized four Auxiliary Air (AUXAIR) pilots and three aircrew, during the annual Auxiliary Aviation Safety Workshop held at Air Station Borinquen, Puerto Rico March 1, 2014.

Addressing members from AUXAIR and the Dominican Naval Auxiliaries, Coast Guard Capt. Drew W. Pearson, Sector San Juan commander and Capt. Patricia A. McFetridge, Air Station Borinquen commanding officer presented the Auxiliary Meritorious Service Medal awarded by Rear Admiral John H. Korn, USCG, commander, 7th Coast Guard District to an auxiliary pilot. This significant Coast Guard honor is rarely bestowed upon an Auxiliary member by an active duty commander. Three AUXAIR Borinquen members were also honored by the commanders with the Auxiliary Medal Of Operational Merit.

"You can't measure the value of the Coast Guard Auxiliary here in Puerto Rico, the Virgin Islands and across the nation," said Capt. Pearson. "The return on investment is astronomical. It is an amazing group of volunteers dedicated to the service of our nation, and I can't get my job done without them. I rely on them each and every day."

"This is huge and we are starting with the best," stated CDR Roberto H. Torres, Air Station Borinquen operation officer and master of the award ceremony as he called upon Charles "Chuck" Fischer, AUXAIR Borinquen aviation coordinator and Flotilla 16-01 St. Croix member to accept the Auxiliary Meritorious Service Medal.

Fischer's Auxiliary Meritorious Service Medal was awarded for his superior leadership while overseeing 10 Auxiliary aircraft and 45 members who collectively logged over 2,500 flight hours with 50 search and rescue missions that saved or assisted 10 lives from 2010 thru 2013. He forged partnerships with federal agencies and conducted 300 maritime observation missions and flew 361 hours in 2012, the highest number of AUXAIR hours in the Seventh District and second only to one active duty aviator. Mr. Fischer developed a detailed matrix to mitigate all aspects of risk which proved effective during



recognition ceremony at Air Station Borinquen, Puerto Rico as part of the annual Auxiliary Aviation Safety Workshop. (U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.)

"The Auxiliary has changed since I have been here in Puerto Rico," said Capt. McFetridge. "During my first tour, we had a fledgling Auxiliary air program. Since I returned, I believe I now have the best Auxiliary flight program in the entire nation, and certainly in the Seventh District."

several tropical storms and hurricanes, and

managed a one hundred fifty thousand dollar budget during one of the most difficult fiscal climates in Coast Guard history.

"AUXAIR Borinquen continues to grow and record an ever increasing number of flight hours for the Coast Guard, which significantly contribute to the safety and security of our country," said Fischer "We are fortunate to have some of the most competent and dedicated aviators in the nation flying with us. Their achievements are nothing short of remarkable. I applaud each and every one of them for their hard work and commitment."



Recipients of the Auxiliary Medal Of Operational Merit were Lee Bertman, AUXAIR Borinquen aircraft commander, for development of recruitment, training and high resolution photography programs that were adopted by AUXAIR during 2008-2013; Carlos E. Matos, AUXAIR Borinquen aircraft commander, received the medal for reporting post hurricane damage of waterfront facilities and navigational aids, and coordinating efforts with Coast Guard response vessels during 2012 and 2013; and Duane R. Minton, AUXAIR Borinquen assistant aviation coordinator and aircrew, received the decoration for his support of Coast Guard air operations in the Caribbean.

The Auxiliary Achievement Medal was awarded to Douglas L. Armstrong, an AUXAIR Borinquen aircraft commander, while serving as the Assistant District Staff Officer for Aviation Technology Officer during 2013. Mr. Armstrong charted and evaluated emerging technical developments for application to AUXAIR missions. Pursuing these critical initiatives, he designed and constructed audio interfaces resolving integrated radio problems. He enhanced efficiency by developing an iPad mission summary and risk assessment tool that can be emailed to Coast Guard sectors. Mr. Armstrong, with the support of U.S. Customs and Border Patrol, arranged for testing of hand held imaging infrared sensors for application in the Caribbean. His accomplishments enhanced the District technological capabilities.

"Our AUXAIR safety workshops have become an opportunity to both enhance our training and our relationships with active duty leadership," said Armstrong. "It is really great to have two commanding officers spend the entire day with the team."



Juan Carlos of the DR Aux, Chuck Fischer AAC-BQN and Capt Pearson discuss AuxAir operations.

Two Auxiliary Letters Of Commendation were granted: Juan H. Vazquez, AUXAIR Borinquen aircrew, for his part as a trainee during 2013, and for his inspirational mentoring of junior members, and Gregory A. Worrell II, AUXAIR Borinquen air observer, from 2007 thru 2013 for his observation skills and for his devoted and timely assistance with the organization of six consecutive AUXAIR workshops which earned him the title of the "Go-To-Person."

New AUXAIR position levels reached included two members advancing to aircraft commander, one to air crew and two to air observer. Members obtaining flight hours during 2013 were also recognized by group. In the over 30 hours group were 10 members, in

Milestone awards included five members with 100 mission hours, one member with 250 hours, two members with 500 hours, one member with 750 hours and two members with 1000 hours. Fischer and Bertman, Seventh Coast Guard District Auxiliary pilots, were also recognized and included in a special perpetual plaque that was introduced, and will be permanently mounted in the Air Station Borinquen hangar, recognizing AUXAIR members exceeding 1000 mission hours.

The two-day annual Aviation Safety Workshop is a time for AUXAIR Borinquen, active duty Coast Guard, partners and trainees to focus on member competencies, new and innovative technology, qualification skills, equipment testing, planning and procedures



Borinquen Air Aux — Always Ready for international Deployment

On March 26, 2014, Chuck Fischer and Duane Minton were tasked to fly an aircraft maintenance technician (AMT) and helo parts from the Air Station Borinquen, PR to Gitmo, via Great Inagua, for the MH-65 which was grounded at Gitmo, where it had been deployed. After repairs at Gitmo the helo made it as far as Puerto Plata, Dominican Republic, but was grounded once again. A second helo from the AirSta flew parts out to Puerto Plata, but technical problems persisted.

On April 2nd, Doug Armstrong and Greg Worrell, while flying another Auxiliary twin, were diverted from their patrol. They picked up an AMT and parts at the Air Station and flew 200 miles to Puerto Plata. Unfortunately, despite the considerable efforts of the AMT, the problems were not completely resolved.

The following day Chuck Fischer was tasked to fly four pilots/AMT's out to Puerto Plata to address the remaining technical issues. The MH-65 was airworthy—back in the air, and on its way back to the Air Station.

The weary original helo crew of four came back to Borinquen with Chuck on his return leg. They had been away for four weeks and were of course pleased to return home. Most of the AirSta, including the CO, XO, and OPS, were on hand to greet the returning crew and MH-65. The Commanding Officer, CAPT Patricia McFedridge, and her staff expressed their appreciation for the vital support of the Auxiliary crews and aircraft.

After dropping off the crew at the AirSta, Chuck RTB'd to St. Croix. While unusual in their duration, the missions demonstrated the close melding of Auxiliary and active duty missions, personnel and assets at AirSta Borinquen.



The AuxAir lands in GTMO. AAC Fischer and Duane Minton Air Crew.



The AuxAir and MH65 crew in Puerto Plata repairing the helo.



Aerodynamics of Photography, your PPE and Safety - DFSO

D7 AuxAir Team ,

SVN, BQN and MIA have all held their annual AuxAir safety workshops since our last newsletter. It's been great to get to know so many of you and learn about the different mission profiles at each station. Each AirSta is different to be sure, that said there are a few common areas which effect safety and in some cases the effectiveness of our missions. Let's take a look at a few.

Aerial photography is becoming a standard part of the AuxAir mission, in some AORs, AuxAir is becoming the go to asset for photography. However taking pictures from the aircraft is more than just photography it requires some special maneuvering and crew management as well. While the rest of the team is working on recommendations for using cameras effectively from aircraft, this is a good time to review a couple of the aerodynamic issues with photography and flight the might save your life.

FAA WINGS PROGRAM

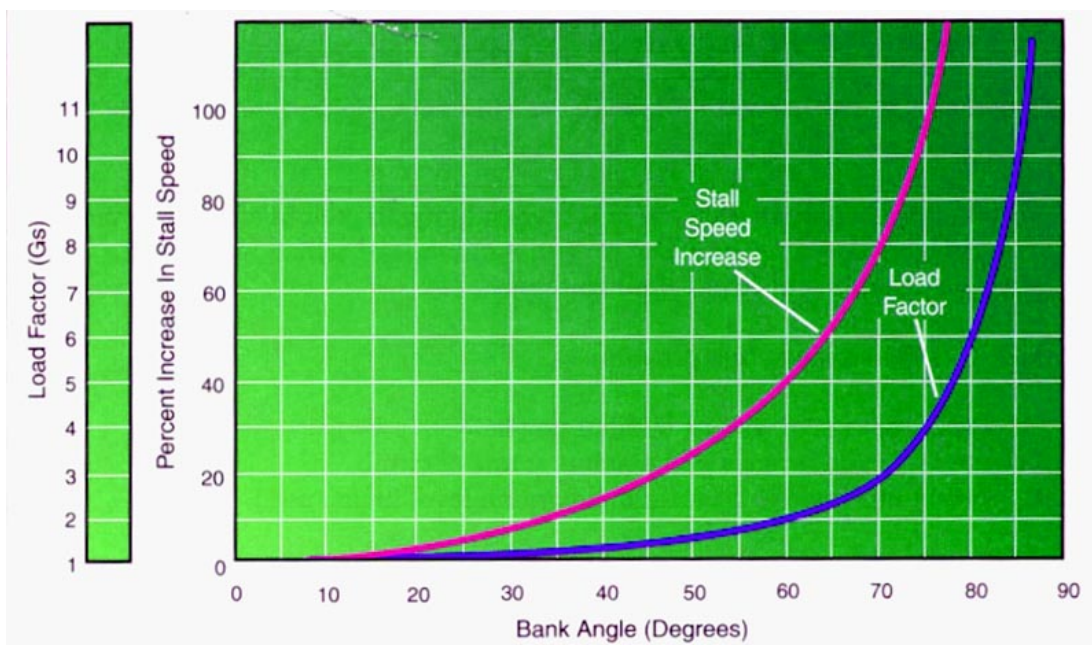
CREDIT – Get it while it's hot!

These workshops are a great resource and qualify members for FAA Wings - Pilot Proficiency Credit. See the end of the newsletter for instructions on getting yours.

There are three fundamental safety concerns with these types of maneuvers:

Stall speed management – Many

pilots are unaware how dramatically bank angle effects stall speed. An aircraft which stalls at 76 knots clean will stall at 108 knots in a 60 degree bank. Experience has shown it is easy to overbank in these maneuvers and an asymmetrical stall low and slow is not likely to be survivable. Pick an airspeed that provides a safety margin well above your stall speed at the planned bank angle. There is a great discussion on the AOPA site at:



<http://www.aopa.org/sitecore/media%20library/Ooyala/AOPA/Media%20Content/2013/07/17/14/44/Aerodynamics%20Webinar>

Altitude management – we all know that bank angle effects lift, it is critical to maintain a safe altitude during these maneuvers. It is sometimes best to set a constant bank angle of say 30 degrees to simplify altitude management. Very high rates of descent which are not easily detected are possible at higher bank angles. Another crew member if available can assist the pilot by monitoring instruments and calling out deviations.

Situational Awareness – these missions usually involve photographing something interesting and everyone wants to see the target. Before setting up a pass it is important to assign one person to manage the aircraft, fly and not fixate on the target.



Often there may be other aircraft, terrain or weather that must be avoided during the photo pass. Again if a third crew member is available their job should be to assist the pilot in maintaining good SA during the pass.

Finally, brief each evolution, break off the pass and regroup if the maneuver is deviating from the safe profile of 30 degrees of bank or the VSI/altitude is trending unsafely.

PPE is another area which has changed significantly over the last couple of years. We all want the best survival gear and unlike a few years ago we are now flying with professional CG issued PPE. It is important that as part of a through pre-flight the contents of each vest are inspected. This assures everything is up to date and refreshes the crew on what is available in the event of an emergency. Be sure to report any missing, damaged or expired equipment.

Just as with the active duty there is a minimum equipment load out and required inspection intervals. We all want the odds in our favor if a flight ends up in the water. Do you know when your vest was last inspected? Has your vest been through the AST shop at the AirSta? Do you have an EPIRB, flares a streamer?



Auxiliary and Active Duty work to inspect and repack 30 Aviation survival vests in BQN's AST shop supporting AuxAir.

Every year the vests must go through a complete inspection – this is far more than just having your buddy look it over. Some inspections include a leak down test where the vests are inflated and left for two hours to assure the bladders are not leaking. The DSO-AV and I are working hard to be sure you have the best possible PPR. Help make your unit safer by volunteering to help at the next AirSta “vest fest”.

Thanks to all who helped put on some fantastic workshops, it was great meeting everyone. Remember this Safety and Operational newsletter is about promoting safety and sharing best practices. Please continue to submit ideas for safety and operations articles.

Doug Armstrong DFSO – District 7 AuxAir doug@ratio.com



Doug and his wife Liz at the AirSta BQN flight suit formal



Eye-Fi Card Photo Transfer by Ibrahim Abi-Rafah, AirSta Miami

with Supplemental information from Lee Bertman, AirSta Savannah and Borinquen

Being able to send photos while airborne is a great advantage. It enhances our operational effectiveness and raises our visibility, and utility, to Sector. In-flight photo transmission is routine in Sectors Key West and San Juan. Work has begun on incorporating this capability for Sector Jacksonville.

Photography enables our crews to supplement their SAR, ocean surveillance and LE missions, recording what they see for real time transmission to Sector and/or later transmission of photos to the AirSta and Sector after landing. But the small screen on the back of the camera has its limitations. This problem can be circumvented by transferring the photos to a large screen Tablet device. This can be done (awkwardly) by removing the SD card and using a supplemental device to interface with the Tablet (if available for the specific Tablet model. It is available for the iPad and iPad Mini).

One solution that has been used in flight is the Eye-Fi SD Card. It comes in different sizes from 8 to 32GB, prices range from \$45 to \$99. Anything over 8 GB is not necessary except for video, which cannot be transmitted over the cellular networks anyway. The Eye-Fi card functions as a memory device and incorporates a mini-Wi-Fi transmitter.



An Eye-Fi App is available for IOS (iPad and iPhone), Android, MAC, and PC devices. After installing the application and inserting the card in the camera, they are linked in the usual fashion. The Eye-Fi card creates its own 802.11 b/g/n Wi-Fi hotspot which syncs with the Tablet. The Tablet needs to have cellular service if it is used to transmit the photos to Sector while airborne (or even on the ground after landing, unless Wi-Fi is available.)

Once the card and device are set up, it functions well (with a little encouragement, the App has its idiosyncrasies.) After a picture is taken on the camera, it will automatically appear in the Eye-Fi App on the Tablet and it is added to the Camera Roll, at the average rate of about 5-10 seconds per file (about 2-4MB). However there are some got-ya's. First, most cameras have a battery saving routine which might time out in as short a time as one minute. Once the power to the Eye-Fi card is lost you must re-synch the devices to the Tablet. You can go into camera settings to extend the power saving feature at the cost of camera battery life. In any case, you need to start with at least two fully charged batteries for your camera! The card is a battery hog.

The Eye-Card can be a bit temperamental. You might need to close the App and even restart the Tablet. Nearby Wi-Fi networks can "confuse" the reception but this isn't typically a problem when airborne (though flying near residential buildings can show a surprising number of Wi-Fi network at 1,000 ft).



Transmission over the AT&T or Verizon cellular networks provides the connectivity for photo transmission. A 4G or LTE signal is preferred along with at least three bars. Based on experience, from just offshore to 5 miles offshore seems to work OK in most, but not all, of the patrol areas. Patrol altitudes of 500-2,000 feet seem to produce good results. Seventy-five percent coverage seems to be the norm close off shore.

The pictures can be cropped and edited on the Tablet, then sent by email or SMS in different selectable sizes (megapixels). (The iPad permits the crew member to select transmission size prior to sending the photo). Note that the Tablet serves a key function. It allows the crew to examine photos details on a large screen with the capability to enlarge (pinch) areas such as the vessel name/ID. A limiting factor is the speed of transmission by email. Large photos (such as 4 Megapixels) can take a long time to transmit over the cellular network. Therefore, smaller sizes are more practical from a transmission stand-point. Cropping can preserve the critical information needed by Sector.

The website for Eye-Fi has more information about the card and Camera compatibility; it may also work with older cameras not on the list: <http://www.eye.fi/>. Like most everything, the card can be ordered through Amazon.

A competitor to Eye-Fi has recently emerged — ez ShareHD. Its App for the iPad seems to be more advanced than that for the Eye-Fi card. Both Apps can be downloaded free to change so the prospective buyer can get a sense of the relative capabilities. As usual, the ezShare card can be purchased from Amazon. Note that the card is shipped from China so expect a 12-14 days' time from order to receipt: www.ezshare.com.cn. Download and check out the User's Guide. It is quite comprehensive.

A word of caution. The position reported by your camera's GPS might be old history. Updates are not as quick and frequent as you have come to expect from your Garmin or other aviation GPS's. If you turn the camera off, to save battery life between photos, the problem can be aggravated. You can test your frequency of GPS update on the ground. First, establish a known position. Then turn off the camera. Then move some distance and turn on the camera. How long did it take the camera to update to the new position?

In an aircraft you are traveling at 2 miles per minute or more. If you need to establish an exact position for LE or SAR purposes then shoot the picture of the TOI, then take a picture of your GPS showing time and position. (Make sure your camera clock is properly set). Compare the two and you have an exact location of the photo — without camera lag.

Aux Aviators are encouraged to share your experiences with photography including your working with Sector and your Air Station. Please copy your AAC and your ADSO—AVX at lbertain@comcast.net.

Comments from the ADSO—AVX

At the request of the Sector Commander Jacksonville, AirSta Savanna Aux members, along with Aviators from AirSta Borinquen, are working on developing an SOP for the use of photography to enhance our mission effectiveness and relevance. Important progress already has been made in support of Sector San Juan and Sector Savannah, where increasing use has been made of aerial transmission of photos using the cellular networks. Efforts with Sector Key West are a work in progress. Some of the many issues include:

- Prior coordination with the Sector CDO and watch stander prior to commencing the mission. Issues include (1) email address to be used and (2) maximum photo size (megapixel).
- Procedures while airborne (1) Sector request to take specific photos and (2) transmission of photos deemed of interest by the Aux crew.
- In addition to taking and transmitting photos while airborne Sector Jacksonville has an interest in seeing all photos taken during the mission. These photos might be posted on DropBox or a CG approved site after landing.

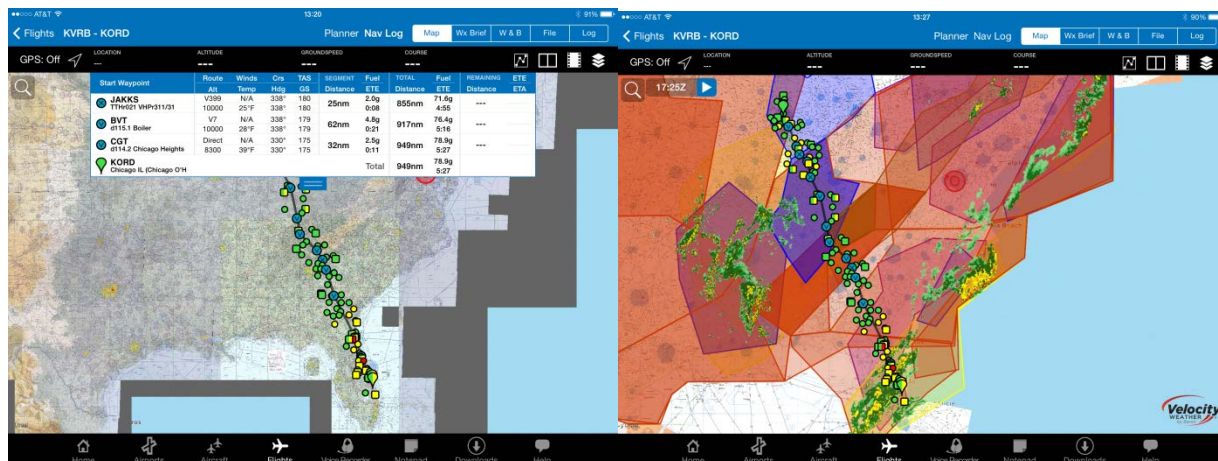




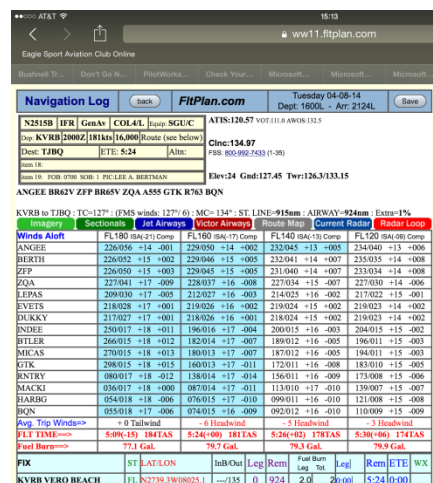
New Technologies for Mission Support – ADSO-AVX (Technology)

New Apps, App updates seem to come at an accelerated pace making it all difficult to comprehend let alone use. Here is a partial guide to some new developments. As always, you will need to use these Apps to understand their applicability and capabilities.

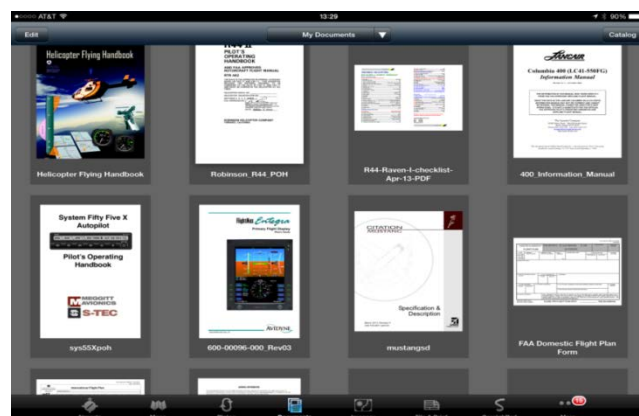
- **iFlight Planner** has been around for a long time. But the newest version is the big update moving flight planning from the Web right on to the iPad App. A minus for the Caribbean Aviators. You have been left out — so far. For the rest of you look at the Flight Planning feature. It is truly excellent. The Cost? It's free and free is good. VFR and IFR charts available for the Continental US.



- **FitPlan.com**. By now already everyone knows about this terrific free App. It covers the continental US, Canada and the Caribbean with VFR and IFR charts including approach plates. Note that approach plates for the non-US Caribbean generally are not available on any of these Apps except Jeppesen — if it's included in your subscription. Check out its many features.



- **ForeFlight** has gone through a number of upgrades, finally adding Caribbean, Mexican and South American coverage. The most recent innovation is Vector VFR Charts. Vector charts are data driven. They are much easier to read and can incorporate additional information. Additional feature upgrades are expected in the near future. A great, unique feature of ForeFlight is its flight bag where you can park information such as your Aircraft Flight Manual and other pertinent information. ForeFlight has a very capable SAR capability including a detailed instruction manual. Spend some time with it to learn its capabilities.





- **Garmin Pilot** is my personal favorite. No, it doesn't have a SAR feature even though we have tried to convince them of the need for that capability. But they use terrific Vector Charts vs. the Raster Charts that populate competing Apps. Raster Charts are simply scanned copies of charts — often put together in a haphazard manner. Vector Charts are data generated and feature information for airports, fixes, airspace, weather system and the like. I real love the winds aloft feature. You have a slider to select the altitude. Just enter a route and choose the best altitude. The weather support also is first class. I find the Pilot App to have the best support for Caribbean operations.

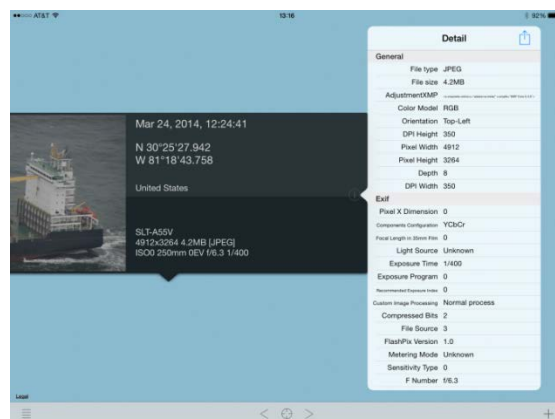


- **FlyQ and Wing X** both have their own characteristic features.

WingX does have a SAR capability. FlyQ has a great flight planning routine that can email you the PDF of your flight plan — planned and/or filed.

- **Jeppesen.** No one can accuse Jeppesen of being a leader in iPad flight planning. But if you subscribe to the Jeppesen charts the App is free — in most cases. And it does have geopositioning (shows you where you are on the chart). I think the weather feature works OK but it isn't automatic as with Garmin and others. On the plus size, the IFR charts are Vector driven and very readable. With this feature I have given up updating paper charts except for some back-ups. It has saved loads of time.

- **Koredoko.** This is a photo App that shows you, on the map, where the photos were taken (if they were taken with a GPS equipped camera). All other photo information is decoded including Lat-Long (if available) time, date, General Info, TIFF and EXIF. Try it. It tells you everything known to man about the photo. It might help you refine your photo techniques and settings.



- **FlashPass.** This is for our international fliers. It greatly simplifies filling eAPIS at an annual cost of about \$60.

- **PDF Expert.** A terrific and low cost tool to manage your PDF files. Our DFSO, Doug Armstrong, has done a terrific job creating a tool for mission planning. It is available on request. Contact Doug at doug@ratio.com. Please see attached pages of Doug's App within an App. It is routinely used by the Auxiliary in AirSta Borinquen in filling flight plans and making subsequent reports.

Any suggestions (and/or pictures) would be most welcome. Please submit your writing and materials to: lbartman@comcast.net. If need be, you can reach me at 772-492-7187.

Lee Bertman, Editor



Wings Credit for AuxAir Workshops

The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience. The US Coast Guard Auxiliary Air Safety Workshops qualify you for credit in the FAA program. It's simple, fast and easy – see below:

Process to Obtain Wings Credit for USCG Auxiliary Aviation Safety Standdown

1. Pilots (Student & above), Observers, and Aircrew must register an account on FAASafety.gov.
2. Once registered Click on the “Activities, Courses & Seminars” Tab
3. Click on “Activities”
4. Type keyword “AuxAir-3”
5. Click on **“USCG Auxiliary Aviation Safety Standdown”**
6. Click on “Perform Search”
7. Select **S-BK3-W1.00-0801290-002-02** “Elective Subjects for Activities/Events/Seminars”
8. Click on “Request Credit”.
9. Enter the date the Activity was completed.
10. Click on “Name” tab
11. Enter the last name :PETRUCCI
12. Enter first name: RICHARD
13. Click on “Submit for Validation”