



WET GAZETTE

USCG AUXILIARY FLOTILLA 11-10

Dunedin, Florida
Seventh Coast Guard District



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Commander's Corner

Sam Walker, FSO-FC

I am excited to share a new program our flotilla is working on this year. A team is putting together a sailing course for our public education program to begin as soon as our interested instructors are trained. In addition, we have a member turning his sailboat, Coastie, into a facility and is willing to teach crew members to sail. This will not only add a great fellowship function to our flotilla but also make us one of the few flotillas to teach safe sailing.



April 2018

Upcoming Events

Flotilla Staff Meeting	April 5
Awards Dinner	April 7
Flotilla Meeting	April 12
Partner Visitor	April 17
Division Meeting	April 21
One Hour TCT	April 21
AUXAIR Workshop	April 21-22
Instructor Training Starts	May 1
National Safe Boating Week	May 19-25

Most courses and workshops require the member to register thru their Flotilla Staff Officer for Member Training, FSO-MT, at least one to two weeks in advance.

THE LONGEST-SERVING COAST GUARD AVIATOR HOLDS A SPECIAL HONOR

The longest-serving active Coast Guard aviator is designated as the Ancient Albatross. This pilot is bestowed traditional aviation gear of a leather coat, leather helmet, goggles, and white scarf, as well as the Royal Pterodactyl Egg. According to regulation, "Eligibility for the title of Ancient Albatross and entitlement to the award will be determined by ascertaining that aviator or aviation pilot on active duty whose date of designation as such precedes in point of time that of any other Coast Guard aviator or aviation pilot."

From *11 Things You Might Not Know About the Coast Guard*
By David W. Brown





Division 17

Air Crew
Bill Scholtz, DIR-M



A Day In The Life of an Auxair Air Crew

My pilot for Sunday's (18FEB2018) mission was Dan Smith, (great pilot, ex-Army, served in Korea, Sarasota Flotilla 070-08-04). His crew was Air Crew Graham Leadbetter (a terrific photographer and Ph.D. from Englewood Flotilla 070-08-07) and me.

On Wednesday, 14FEB, Dan reached out to his crew to confirm we were both still available to fly on Sunday 18FEB. Early is good. If both crew can't make it, the pilot needs to find another crew because he's not allowed to fly alone. Has to have at least one Observer or Air Crew to run 15-minute comms with Sector Saint Pete and keep an eye out the window for air traffic (other planes, drones and birds), boaters in distress, anything weird looking in the water that might be a hazard to navigation (floating tree trunks, ship containers, navigational buoys that have broken free, or anything else big enough to be seen from the cabin) and boaters in distress (on fire, out of fuel, sinking, medical emergency, etc).

Dan mentioned the remote possibility of a first-light search, so I left Orlando at 0430 and arrived in Sarasota at 0630, just in case. I've never done a first-light search. They're tricky to put together because of the time it takes to get your crew to the airfield, so having his crew on call nearby makes it easier on the pilot. (We didn't get a first-light search on Sunday).

Dan's AUXAIR facility is a Navion single-engine low-wing aircraft with retractable landing gear built in 1947 by North American

Aviation, the same company that built the P-51. Aircraft fuel capacity gives us 5.5 hours in the air if we need it, but most of our missions are only 3 to 3.5 hours.

Sunday's mission began at 1200 with lunch, followed by a safety briefing at the hangar at 1300 and launch at 1400. We cover the same information that surface facilities do: GAR, any medications, does everyone feel OK, any recent medical procedures, does everyone understand the mission, does everyone feel capable of doing their jobs? One additional subject that boat crews don't cover: egress.

In case of ditching, we covered the procedure for getting out of the plane. If water temperatures are too low (below 70 degrees Fahrenheit), we don't fly. We also check PPE safety gear in our AUXAIR PFDs (black, lots of pockets, same safety gear as surface, the PFDs stay with the plane) and focus the two image-stabilized binoculars Air Crew will use on the mission.

Due to AUXAIR security procedures, we are not allowed to disclose details about individual missions, but tasking from Sector Saint Pete normally consists of taking photos, finding boats and sending lat/longs to Sector, or whatever Sector needs. The list is pretty long and it changes by season. Basic mission categories are:

- Maritime Observation Mission (MOM)
- Search and Rescue (SAR)
- Logistics
- Area Familiarization (AFAM)
- Aids to Navigation (ATON)
- Public Affairs
- Other agency (federal/state/local) support



Photo of Dan's plane provided by Jon Nicholls

AUXAIR is made up of flotilla members from across central Florida including several from Flotilla 11-10. We have been given permission by Bill Scholtz to reprint his article that appeared in an Orlando area flotilla newsletter describing a typical AUXAIR mission.

Take Me Out To The Ball Game

Photos and article from Buddy Casale

I had a wonderful day watching the Phillies play the Orioles in Clearwater with Henry Loscher, our recovering “meteorologist”, and his son, Maury, on Saturday, March 3. Henry enjoyed his day out having a foot long hot dog and soda while basking in the beautiful Florida sunshine.

God bless you, Henry, and may you enjoy many more ball games. (The Orioles had a no hitter going into the bottom of the ninth and won four to two.)



Henry, Buddy and Maury



Henry and Maury



Where is the Line

By Harvey Prior, FSO-MT

The word “line” has many meanings depending on how it is used. There was a television show, “*What’s My Line*”, where questioners tried to determine the guest’s occupation. There are lines of players in football and other sports. There are lines spoken in a play, air lines, bus lines, truck lines and objects in line.

To people on a boat, a line is a piece of rope with a purpose. There are mooring lines, tow lines, anchor lines and more. We pass lines, heave lines, secure lines and watch lines.

A scary line is the line in the water. Any time a line is in the water, crew members are to repeatedly tell the coxswain “line in the water”. This frequently happens while paying out or bringing in a tow line. For several crews in District 7’s Division 11, there is another time when they deal with lines in the water. These crews are retrieving practice gear dropped from Coast Guard C-130s. A typical round of drops will involve several pieces of practice gear and several hundred yards of floating line. The facilities

and their crews do this process day or night, in calm water and water so rough that the facility could not safely be there if the waves were any rougher. Hunting for dropped equipment while knowing that there are hundreds of feet of floating line nearby keeps the crew’s attention level heightened. Failing to maintain an excellent lookout can result in the crew call of “line under the boat”. Hopefully, line under the boat does not become line in the prop. I recall a twin engine inboard boat that got its tow line on both propellers. The resulting damage included a bent strut, a bent shaft and one of the engines shifted on its mounting bed.

Another dangerous line is one that is loose on the deck. It is easy for a crew member to fall in the boat or overboard when line is laying on the deck. A number of people have been pulled overboard by anchor lines and towlines that they were standing on. These accidents can cause severe injury or death and they are so avoidable.

Enjoy your time on a boat but remember to check “Where is the line?”



Rule 1: Wear a life jacket. Rule 2: Don’t get all tangled up in the anchor rope.

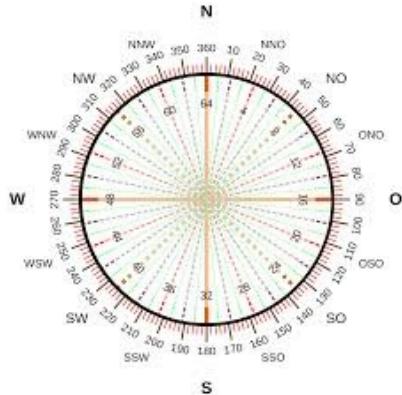
Plotting 2.0



A plotting refresher course was recently taught by Manny Sosa and Karen Miller. Larry Gilbert and Wally Weakley from Flotilla 11-10 were among the attendees.



Larry Gilbert and Wally Weakley
Photos by Karen Miller



Cono Casale, Flotilla Staff Officer for Public Education, (FSO-PE), has announced that a presentation of NAV-4-Kids has been scheduled May 2, 2018 from 1230 to 1430 for seventh graders at Guardian Angels Catholic School, 2270 Evans Road, Clearwater. He is looking for volunteers to help the kids learn plotting. Let Buddy know if you can help.

Judy Deeley, Flotilla Staff Officer for Secretary/Records, (FSO-SR), is putting together a presentation for our anniversary dinner in June. If you have pictures, events, stories of past experiences or anything you can contribute, please contact Judy.

Qualification Examination for Personal Water Craft



Norm Robertson on PWC back left
Photos by Karen Miller

On March 3, Norm Robertson from Flotilla 11-10 along with two members of other flotillas passed his QE on a personal water craft (PWC). His evaluation began much like a QE for boat crew with a shoreside evaluation of his knowledge of procedures and the necessary equipment required to perform a mission. Once he was on the water, he was required to perform the following tasks:

- Running a slalom course of seven buoys sitting then running it again standing.
- Running it a third time with a passenger while sitting then with a passenger while standing.
- Towing a disabled PWC.
- Rescuing a person in the water and bringing that person safely on board to transport.
- Disembarking the PWC and remounting unassisted.



An actual rescue by Norm during the paddleboat races in the New Port Richey area. The woman had fallen off her kayak and her personal flotation device was improperly fitted. She could not see and was in a panic. Norm said, "This is what makes the adrenaline flow knowing all our training pays off."

A PWC operator can operate for a maximum of six hours per 24 hour period with a mandatory one hour off the water break after three hours patrolling. They operate in tandem with another PWC operator or can patrol with an AUX facility. The PWC's are great for shallow response rescues and can cover a wide area when responding in a distress situation.

Our Members Wear Many Uniforms



Gordon Thomas, Flotilla Staff Officer for Vessel Examinations, (FSO-VE), Allen Leimbach, Flotilla Vice Commander, (FSO-VC)

Two of our members, Allen Leimbach and Gordon Thomas, march with an internationally known band, The Second Time Arounders. All members of the band must have performed in a high school, college or military band in the past. They range in age from 18 to 85 and have 250 to 300 members. Among their performances, the band has marched in the Macy's Thanksgiving Day Parade and has traveled to Ireland to perform as well as many local events.

Gordon played tuba in high school as well as trumpet and clarinet. He joined the Rounders in 2005 starting with saxophone, then euphonium and finally tuba. He also plays with the St. Petersburg Community Band, the Rhythm Kings Dance Band and he plays in his own Oktoberfest band called the Apple Strudels Band.



Photos by Joan Gutek

Allen played in his high school marching band and orchestra, a local drum and bugle corps, a drum ensemble, various pit orchestras and 10 years in touring rock bands.

You can see them at their next performance at the Festival of Music in Williams Park in St. Petersburg on April 14. They will also be playing in Key West in concert and marching in the Duval Street parade on April 27.