



# WET GAZETTE

USCG AUXILIARY DUNEDIN FLOTILLA  
Seventh Coast Guard District



HAPPY  
THANKSGIVING



COMMANDER  
VICE COMMANDER  
PUBLICATIONS OFFICER

Sam Walker  
Allen Leimbach  
Joan Gutek

[samiee1117@gmail.com](mailto:samiee1117@gmail.com)  
[noquarter102@gmail.com](mailto:noquarter102@gmail.com)  
[jg346811@msn.com](mailto:jg346811@msn.com)

November 2018

## Commander's Corner

By Sam Walker, FC

Thanksgiving is just around the corner. It is a time when people will be traveling to share this day of thanks. So, take extra precautions when traveling. Take a "once over" look at your automobile to ensure the tires, brakes and battery will not leave you on the side of the road missing a turkey dinner. Give yourself extra travel time since the traffic is especially heavy during this time of the year. If traveling out of the region, it is a good idea to let your flotilla commander know in case something comes up that we may be able to help with or if a



hurricane call chain is initiated. Keep in mind that Coast Guard families are sometimes celebrating with a family member deployed and can use some extra fellowship.

I hope you all have a wonderful Thanksgiving.

## Coming Events

1 November  
4 November  
6 November  
8 November  
10 November  
11 November  
12 November  
13 November  
15 November  
22 November  
1 December

Flotilla Staff Meeting  
Daylight Savings Time Ends  
Election Day  
Flotilla Meeting and Elections  
Dunedin Touch a Truck  
Veterans Day  
Veterans Day Observed  
Operations Workshop 11-1 HQ  
AUXAIR Staff Meeting  
Thanksgiving  
Change of Watch Dinner

## Just Like Gilligan's Island



What started out as a routine patrol turned into an adventure much like the infamous “three hour tour” on *Gilligan's Island* for the coxswain and crew of B4IV. The evening C-130 patrol took an unexpected turn when the boat developed mechanical problems prompting Coxswain Harvey Prior to call for a tow. As luck would have it, another boat also called for a tow and, because the other boat was in the Intracoastal Waterway, it took precedence over B4IV. So, Harvey and his crew patiently waited their turn as the sky grew darker and darker.

Larry Gilbert recorded their “harrowing adventure”. Personally, I think it looks like they enjoyed a lovely sunset on the water.

Photos by Larry Gilbert



# Air Station Clearwater Publications Update

By Joan Gutek

Every 56 days, many of the flight publications at Air Station Clearwater are replaced. This includes approach plates, flight charts and facility manuals for all of the US and a good portion of the Caribbean. A team of Auxiliarists from several flotillas come together to perform the task which takes a good portion of the day.

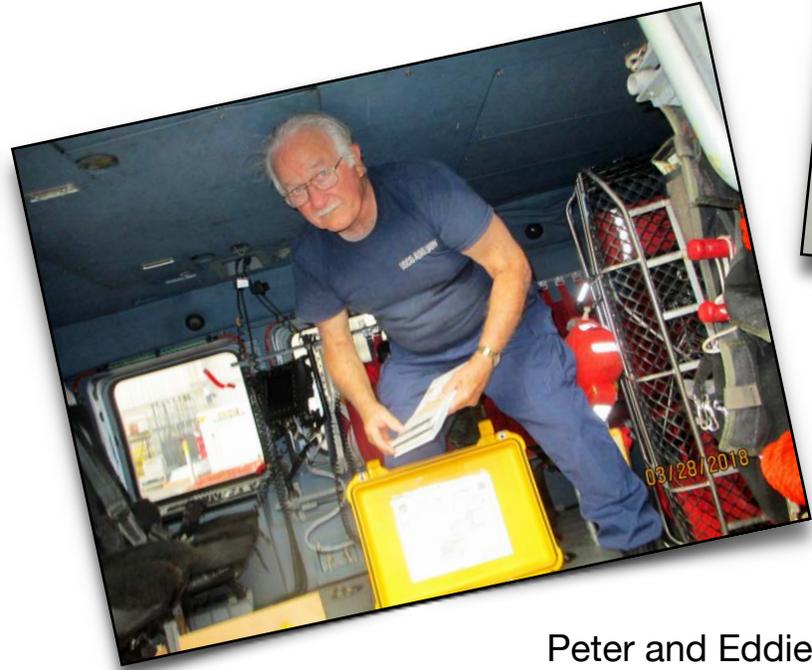
We begin by unboxing a pallet load of publications and putting them in order. We then put together a box of publications for each of 10 helicopters and band them together as to whether they go on the pilot's or co-pilot's door, the glare shield or in the navigation case in the back of the helicopter. We then take them out to each aircraft and replace the old pubs with the new. Some helicopters may be deployed so their publications are set aside to be shipped to them.

Next, we box for four planes which get a different set of publications. The navigation bags for the planes are quite heavy so the air station has them delivered to us then returns them to the planes after we have refilled them.

Finally, we empty and recycle all the publications stored in the pilot's ready room cabinets and replace with new ones.



Peter Ubilios and Eddie Townsend unboxing publications.



Peter and Eddie replacing pubs on the helicopters



Photos by Eddie Townsend and Joan Gutek





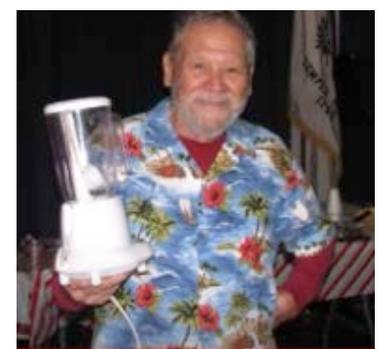
By Kristi Mackey

As we are wrapping up 2018, we have two very important dates coming up that we highly encourage everyone to attend starting with the flotilla elections on November 8 at the Air Station. We need as many people as possible in order to have a quorum. I am asking everyone to please set aside one hour during your busy schedule to come cast your vote.

The second important date is our Annual Holiday Party on December 13. This is a great opportunity to invite your spouse or guests to a truly FUN night. We are asking everyone to participate in our version of the White Elephant sale by bringing an item to auction off with our very own Jimmy Ryder, aka Mr. Auctioneer. This is how we raise funds for the entire year so please don't forget your cash or checkbook. Our Flotilla will be providing the meats and we are asking everyone to bring a dish to share. Salads, casseroles, fruit/vegetable trays and desserts are all welcome. Above is a copy of the invitation that will be going out in a couple weeks. Please don't forget to RSVP to Judy Deeley so we can get an accurate count of attendees. See you there !!!!



Photos by Kristi Mackey and Walt Murray



The following are excerpts from an article in The Daily Splash from [MyNorth.com](http://MyNorth.com). MyNorth.com is the online home of *Traverse, Northern Michigan's Magazine.cs*

# Inside the World of Traverse City Coast Guard Chopper-Rescue Teams

By **CLARK MILLER** on August 1, 2018

Tagged [Beaches & Boating](#), [Work Here](#), [Traverse City](#)

Photos by Andy Wakeman

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When a boating excursion turns into a deadly nightmare, the sight of an orange-and-white Traverse City Coast Guard helicopter can feel like divine intervention. We look inside the world of the chopper-rescue teams.

On a Sunday afternoon in September, the whoop-whoop-whoop-whoop of a Search and Rescue (SAR) alarm pulsates over the sprawling grounds of the [Traverse City Coast Guard Station](#), a complex of low red brick buildings and a helicopter hangar on the city's east side. Even as the alarm ceases and the voice of the duty officer in the control center details the emergency at hand over the base-wide intercom, the designated four-person watch-team is already pulling on their orange, dry-coverall suits—a standard outfit worn to protect crew members against hyperthermia [sic] if they end up in the water.

Each rescue team is composed of two pilots, an Aviation Maintenance Technician, known commonly as a flight mechanic and a rescue swimmer, aka Aviation Survival Technician. The watch team this afternoon: Jason Evans and Andy Schanno (both pilots), flight mechanic Cliff Fisher and rescue swimmer Paul Wiedenhoeft. Some 20 minutes later, and only after a pre-flight protocol to consider destination, weather, flight path and if any crew members have any condition that might impede the mission (alcohol consumed in the last 24 hours?), the crew is strapped in and Lieutenant Commander Jason Evans starts up one of the station's three Jayhawk helicopters. The blades, with 54-foot rotor diameter, stir up a small tornado as the chopper lifts off.



Since Traverse City is an air station only, a rescue boat from the station in Charlevoix is summoned for the mission. Other rescue boats go out too, among them a boat from the Charlevoix Sheriff's Office.

Meanwhile, 60 miles to the northwest, the subjects of that SAR alarm, weekend sailors Alan Vicstein and Keith Brothers, are indeed in peril. Their boat is sinking and they are being plunged into Lake Michigan's 60-degree waters—waters that will trigger hypothermia within hours. The men were able to get off just one brief distress call, picked up by the crew at the Coast Guard sector Sault Sainte Marie. After triangulating the location of the radio call using an advanced system called Rescue 21, the Sector determined it came from the waters off Beaver Island. That's when the Traverse City station got a call to mobilize a helicopter—the station shares responsibility with Coast Guard Air Station Detroit for the entire US Great Lakes.

Back in the waters off Beaver Island, precious minutes have turned into hours as the search continues. Vicstein, huddled next to his friend who is faring better probably because he is larger, is clinging to consciousness—and his life. With a core temperature hovering at 83 degrees, he is in imminent danger of a fatal heart attack.

As Vicstein's chances fade, two volunteer firemen sitting on the roof of a lakeside home finally spot something out in the bay. It is Alan's red shirt. They direct the Charlevoix Sheriff's Office boat to the precise site. Both men are hauled into the boat. Brothers is still conscious. Vicstein is not.

If the sheriff's boat had been farther from shore, the Jayhawk crew would have hoisted to the sheriff's boat and Wiedenhoeft would have dropped down to administer emergency services. Then Vicstein could have been pulled into the chopper via a basket hoist or Wiedenhoeft could have strapped the unconscious man to himself and hoisted him up to the chopper with him.

The most efficient solution that day, however, is for the chopper to meet the sheriff's boat on Beaver Island where Wiedenhoeft administers emergency aid to Vicstein before an airlift to Traverse City's Munson Medical Center.



No search and rescue operation is ever routine, which is why Coast Guardsmen, Coasties for short, are so rigorously trained. For many Coast Guard Pilots, initial training is completed with the United States Navy in an exacting program that lasts approximately two years and is based out of Whiting Field near Pensacola, Florida. Flight mechanics, one of whom is always aboard a rescue flight, must pass an equally stringent five months of training and then go on to receive advanced training in their specialized aircraft.

Coast Guard Helicopter Rescue Swimmers are among the world's most elite rescue swimmers. Since the 1980s only 900 swimmers have passed the grueling 24-week course, much of which is spent in the surf off Elizabeth City, North Carolina. When they graduate, among other Poseidon-like feats, rescue swimmers will be specialized EMTs, trained to save lives in ocean hurricanes, freshwater storms and anything else great bodies of water can dish out.



# Congratulations

On October 20, several members of Flotilla 11-10 were part of a group participating in a Qualification Examination (QE) exercise. Rob Bonnem passed his initial qualification for boat crew and Kristi Mackey, Walter Murray and Wally Weakley all passed their re-certification for boat crew. Congratulations to all.



Photos provided by Kristi Mackey





# DIVISION 11 Change of Watch



**12-1-17, Saturday**



**Dunedin  
Golf Club**  
1050 Palm Boulevard  
Dunedin, FL 34698  
727-733-2134

1800—Attitude Adjustment Hour  
1900—Dinner  
2030—Ceremony



## DINNER MENU

### Choice of:

- Salmon topped with lemon dill cream sauce
- Chicken Cordon Blue
- Pork Loin with gravy

Includes: Italian Seasoned Squash Medley  
Garden Salad with Italian and Ranch Dressing  
Red Velvet Cake  
Tea and Coffee

**Uniform**  
Service Dress Blue  
Tropical Blue  
Appropriate Civilian Attire



**\$30**  
per  
person

Please use this reservation form and submit it with a check to your flotilla. **Deadline is November 24**

### **Division 11 Change of Watch — December 1, 2018**

**\$30 per person**

Name \_\_\_\_\_ Member # \_\_\_\_\_

Choice of Entree: \_\_\_\_\_ Salmon Lemon Dill  
\_\_\_\_\_ Chicken Cordon Blue  
\_\_\_\_\_ Pork Loin



Please make check payable to USCG Auxiliary Division 11 Send check and reservation according to flotilla policy.

If you are interested in attending the Change of Watch Dinner, bring your check and menu choice to the flotilla meeting or send to:

Jim Ryder, FSO-FN  
953 Bayshore Blvd S.  
Safety Harbor, FL 34695.



## We Are Auxiliarists

By Harvey Prior, IPFC

When I joined the Coast Guard Auxiliary, I had to complete the Auxiliary New Member Course as part of the requirements. The last page of the manual has some very important statements and questions.

“Each flotilla requires its members to be ACTIVE and not just joiners!

There are several items you should consider before enrolling in the Auxiliary:

1. Do you understand the monetary investment in terms of dues, uniforms and possibly equipment for operations? Do you understand that you may forfeit all of it if your Personnel Security Investigation (PSI) determinations is unfavorable?
2. Are you willing to attend and to become involved in flotilla meetings?
3. Will you consider taking advantage of the training available to you in order to enhance your knowledge of boating safety, as well as your contribution to flotilla activities?

If your answers are “Yes, Yes and Yes,” then we need you; we need your involvement, and we are looking forward to your membership!”

So, for about half the members of Flotilla 11-10 I ask “Where are you?” I know we have members who are traveling, members who are not physically well enough and members with other temporary commitments. To the other missing members, I say, “Isn’t it time to consider getting active?”

There is online training available 24 hours a day. Classroom training is offered in many speciality areas. Flotilla 11-10 meetings are the second Thursday of the month at Coast Guard Air Station Clearwater. It is time to join us and “Get Active.”

