

Surface/Air Joint Operations Plan

~~Sunday 29 July 2007~~

As of 0800, 29 July 2007

Cancelled due to aviation weather

Overview:

This exercise involves three elements:

- *Navigation exercise for the aircraft from Carolina Beach Inlet to a CSP offshore*
- *Communications verifications with selected auxiliary shore VHF stations*
- *SAR Exercise with Flotilla 10-05 south of Oak Island.*

Coordination:

For surface participants, please send your comments or questions to Donn Eaton, FSO-OP Flotilla 10-05.

For air participants, please send your comments or questions to Bill Cunniff. Bill and Dan Meigs will, in turn, resolve any matters that arise and distribute the answers back to all the participants.

Current Mission Date:

Auxiliary Vessel 35190, 22914, Coxswain Doug Gorsline
Auxiliary Vessel 33092, *Chelsea II*, Ron Hurley Coxswain
Auxiliary Aircraft "**25FOXTROT**", Warren Bruce, PIC

Contact Points for Current Mission:

Auxiliary Aircraft 25F

Pilot Herb Warren Bruce

Home: (252) 249-1636

Auxiliary vessel 35190

Coxswain Doug Gorsline

Cell: (910) 470-2447

Auxiliary vessel *Chelsea II*

Coxswain: Ron Hurley

Cell: (910) 620-1312

SO-OP Dan Meigs

Home: (910) 392-4815

Cell: (910) 200-9096

FSO-OP, Flotilla 10-05 Donn Eaton

Home: (910) 457-5042

Cell: (910) 294-5043

AuxAir Training Coordinator: Bill Cunniff

Home: (252) 636-5281

(252) 349-1055

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Sector NC:

(252) 247-4570

Overall Purpose:

Establish routine joint operations among AUXILIARY surface and air resources. A series of missions will be performed in the coming weeks to gain experience with joint operations. Existing patrols will be used with selected tasks added. Later in the summer, a SAR-X will be conducted to include the AUXAIR component.

Current Mission Objectives:

Determine the effectiveness of VHF-FM communications between an A/C and a surface facility.

Pass a position for a simulated Person in the Water (PIW) to an A/C, have that A/C locate the PIW and pass the observed location of the PIW to the requesting surface facility.

Practice a precise rendezvous by an aircraft with a surface vessel.

Facilities Involved:

OPFAC 35190, Doug Gorsline Coxswain, Donn Eaton Owner and Crew, Ephraim Botnick Crew



Auxiliary vessel *Chelsea II*, Ron Hurley Coxswain, Harry Otterbein, Dan Meigs, Crew

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Auxiliary Aircraft *TWO FIVE FOXTROT*

Cessna 182, Warren Bruce, Pilot
(Sistership)



Radio Guard Channel:

AUXAIR: Sector North Carolina, channel 83A

OPFAC, Station Wrightsville Beach, channel 23A

Working Channel: **83A**

Position Reports Format:

In addition to Lat/Long, the two vehicles will report their positions using prose, ie: "**nn NM East of Masonboro Inlet**".

General Procedure:

Navigation/Rendezvous Task:

25F will depart Newbern NC at approximately 0730 and travel to the Carolina Beach Inlet. The aircraft will cross the shoreline through Carolina Beach Inlet to the sea bouy "CB" and turn on heading 109°M for a distance of 2.55 NM to position **34° 04.3N 077° 48.1W to arrive at precisely 0830**. 25F will orbit the vessel, *Chelsea II*, at that location and identify it.

Communications Task:

25F will have been provided a list of auxiliary VHF shore stations up and down the coast. As the aircraft traverses the area, its crew will call each of these stations and establish two-way communications to verify the effectiveness of certain modifications made to the aircraft's communications suite. These modifications were made to address a cabin background noise issue identified in earlier missions.

Station Call Sign	Geographic Location
Auxiliary Surf City Radio	Surf City NC
Auxiliary Dunmore Radio	Wilmington NC
Auxiliary Long Beach Radio	Long Beach
Auxiliary Lockwood Radio	Lockwood Folly River, Varnanmtown

SAR Exercise Task:

35190 will be on Patrol in the ocean south of Oak Island and Bald Island. The CSP for a simulated PIW is **33° 53.070N 078° 06.580W**(1.1 NM due south of Station Oak Island).

As 25Foxytrot approaches the CSP, 35190 will put "Oscar" overboard and back away a short distance to the east. 25Foxytrot will pass over the CSP, most probably on a heading of 000, then depending on the pattern and after the initial leg, start turning to the right. 25Foxytrot will execute a search pattern and locate "oscar", mark its position, and transmit that position to 35190.

In the event that 25Foxytrot cannot identify the 35190 on the water, 25Foxytrot will request one or two or three ninety degrees right turns as well as some description of the location. Upon identification, 25Foxytrot will circle the vessel and depart in the direction that the vessel is to take. Radio as well as aircraft maneuvers will physically signal acknowledgements. These procedures are described in the manuals.

Once "oscar" is located by 25Foxytrot and the positions are verified, 25Foxytrot will continue their Patrol.

Lessons Learned:

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At the conclusion of the mission, all crews will document their lessons-learned as a baseline for subsequent missions. Supporting OPFACs will forward their position and the first-heard and last-heard ranges to their respective OPs Officers.

Weather:

This exercise is dependent on acceptable weather conditions for both participants. Coordination between the two vessels will take place via land line before **AUXAIR** departs its home field.

Aircraft Communication Protocol:

With Air Traffic Control, the first call is "COAST GUARD AUXILIARY AIRCRAFT complete *call sign*." Thereafter they refer to us as COAST GUARD call sign dropping letters of the registration to leave the traditional three letters/numbers for easy radio transmission. Sometimes they use the term Auxiliary and sometimes they don't---it seems to depend on the controller. Note that the "N" which is traditionally used in the USA for tail numbers is replaced with Coast Guard Auxiliary, and we show up on their screen as CGXxxxAUXAIR. Civilian aircraft always have five characters (following the "N"), the last two of which may be either letters or numbers, but never an I or an O.

With the Guard stations (now generally Sector), prior to takeoff we generally use a land-line request them to take our guard and give them an estimated take off (ETO), we give them our full tail number. After takeoff and initially establishing radio communications for the first time and moving if necessary to a CG reserved working channel (if we are not already on it), they generally refer to AUXILIARY AIRCRAFT *call sign*.

Continuing to use the term AIRCRAFT in the exchanges serves to remind all those directly involved, or monitoring the channel, that there is an aircraft involved, thus supporting everyone's "situational awareness." This would be particularly important in operations involving more than two facilities. Of course, if we were involved in a "real" SAR then we would be COAST GUARD AUXILAIRY RESCUE AIRCRAFT *call sign*, and then once established shortened to AUXILIARY RESCUE AIRCRAFT *call sign*.

(explanation provided by Bob Searl)