

## Surface/Air Joint Operations Plan

*Sunday 5 August 2007*

*As of 0615, 5 August 2007*

Notification:

**Aircraft takeoff is scheduled for 0900. Time at CSP, approximately 1030.**

The aircraft crew (Bill Cunniff) will call Dan Meigs just prior to their takeoff from New Bern, or when they determine that they will not fly the mission on Sunday. Dan will contact Bill Woodhouse and Caleb Strittmatter. Caleb, in turn, will contact his ground stations to alert them to whether the mission will be flying tomorrow. Our hope is that this notification procedure will minimize the inconvenience to the surface crews from a late cancellation.

In the event Bill cannot contact Dan just prior to the mission, Bill Cunniff will contact Bill Woodhouse and Caleb Strittmatter directly.

*Overview:*

*This exercise involves two elements:*

- *Communications verifications with selected auxiliary shore VHF stations*
- *SAR Exercise in the vicinity of CG Station Wrightsville Beach.*

*Coordination:*

For surface participants, please send your comments or questions to Dan Meigs.

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.

*Contact Points for Current Mission:*

Auxiliary Aircraft **25FOXTROT**

Pilot Warren Bruce

Home: (252) 249-1636

Auxiliary vessel 22914

Coxswain Bill Woodhouse

Cell: (910) 470-5089

SO-OP Dan Meigs

Home: (910) 392-4815

Cell: (910) 200-9096

CM Focal Point:

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Caleb Strittmatter

Cell: (910) 297-0716

Home: (910) 686-8504

AuxAir Training Coordinator: Bill Cuniff

Home: (252) 636-5281

Cell: (252) 349-1055

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.

*Facilities Involved:*

OPFAC 22914, Bill Woodhouse Coxswain



Auxiliary Aircraft *TWO FIVE FOXTROT*

Cessna 182, Warren Bruce, Pilot (Sistership)



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### 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: "**nm NM East of Masonboro Inlet**". This is a very rough indicator of a general position.

## General Procedure:

### Communications Task:

**25FOXTROT** 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.

**For the ground stations: as a communications discipline exercise, the aircraft will call your station individually and by specific call sign. Do not call the aircraft or each other during the exercise. The aircraft will provide you with its Lat/Long. Request you record their position as part of your report.**

Station Call Sign	Geographic Location	
Surf City Radio	Surf City NC (Jim Beecher)	910 200-5668
Dunmore Radio	Wilmington NC (Bob Fetterman)	910 512-5412
Middle Sound Radio	Middle Sound Loop (Caleb Strittmatter)	910 297-0716
Kure Beach Radio	Kure Beach (Christine Fisher)	910 458-7483
Long Beach Radio	Long Beach (George Stern)	910 278-6604

### SAR Exercise Task:

**22914** will be on Patrol in the ocean southeast of Masonboro Inlet. The CSP for a simulated PIW is **34° 06.2N 077° 46.1W** (SSE of Masonboro Inlet Sea Buoy "A").

As **25Foxtrot** approaches the CSP, **22914** will put "Oscar" overboard and back away a short distance to the east. **25Foxtrot** will pass over the CSP and turn onto the first leg of a

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Sector search pattern on a course of 000° with 1.5 minute legs. 25Foxtrot will continue its pattern and locate "oscar", mark its position, and transmit that position to 22914.

In the event that 25Foxtrot cannot identify the 22914 on the water, 25Foxtrot will request one or two or three ninety degrees right turns as well as some description of the location. Upon identification, 25Foxtrot 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 25Foxtrot and the positions are verified, 25Foxtrot will continue their Patrol.

### *Lessons Learned:*

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)