

Quick Reference:

MISSION DATE: 25 AUGUST 2007
MISSION LOCATION: SOUTH OF CG STATION OAK ISLAND

VESSEL CALL SIGN: 35190
AIRCRAFT CALL SIGN: 2 JULIET HOTEL

VESSEL CSP: 33° 51.1'N/078° 07.1'W (VS 1 nm legs)
AIRCRAFT CSP: 33° 49.0'N/078° 01.6'W (281°T) (CS 9nm)
AIRCRAFT PATTERN: <http://www.seapath.com/faq/sncsarpattern.pdf>
AIRCRAFT ALTITUDE: 500' (for pattern calculations)
AIRCRAFT SPEED: 120 kts

Auxiliary Aircraft 2 Juliet Hotel

Pilot Kenneth Link	Home: (252) 726-0630	Cell: (252) 725-0354
Crew Bob Searl	Home: (910) 792-1444	Cell: (910) 616-0223
Crew Bill Cunniff	Home: (910) 636-5281	Cell: (910) 349-1055

Auxiliary vessel 35190

Coxswain Geoff Chaney	Home: (910) 278-3538	Cell: (910) 523-0237
FSO-OP: Donn Eaton	Home: (910) 457-5042	Cell: (910) 294-5043
Dan Meigs	Home: (910) 392-4815	Cell: (910) 200-9096
Jim Beecher	Home: (910) 270-3193	Cell: (910) 200-5668
Sector NC:	(252) 247-4570	

(plan follows)

Saturday 25 August 2007

Version as of 0600, 25 August 2007

Summary of Changes (from most recent to oldest):

Placed link to SNC Pattern in Quick Reference

Removed the 3 nm x 1 nm pattern.

Made a single-sheet summary for printing

An aircraft search pattern produced by SNC is included as an option

Jim Beecher and Dan Meigs will join the aircraft for the Cape Fear River patrol

Information Broadcast on 16 to vessels in the vicinity of McGlammery Reef.

Phone number corrections for Eaton, Beecher, Searl

Aircraft departs New Bern vice Morehead City

Overview:

This exercise involves several elements:

- A coordinated search employing a surface and an aircraft SRU
- A search pattern produced by the search software at SNC
- A search target raft with “Oscar” as passenger
- A digital recording of the VHF exchanges between the aircraft and the **35190**.
- Verify the effectiveness of the “exercise seelonce” announcement recommended in the 5 August After-Action report
- Verify pre-coordination with the watch-standers at SNC and Stations Oak Island and Wrightsville Beach

General Description:

Auxiliary aircraft **2 Juliet Hotel** with Bill Cuniff as crew will fly from Newbern NC to ILM arriving at approximately 0830. At ILM Bob Searl as aircrew and Jim Beecher and Dan Meigs as observers will join the aircraft for its scheduled Cape Fear River Patrol. They will return to ILM (Air Wilmington) for a debriefing of the River patrol and review of any last minute changes to the SAR-X plan.

2 Juliet Hotel will depart ILM at approximately 1100 enroute to their CSP to begin the exercise.

35190 will have placed the target offshore by approximately 1030 and will be standing by in the vicinity of the CSP to begin their search.

Notification:

In the event the aircrew scrubs the mission, the pilot/crew will call Dan Meigs.

In the event the surface vessel's coxswain scrubs the mission, the coxswain will call Dan Meigs.

From ILM (Air Wilmington), Dan Meigs will call 35190 (Donn Eaton) just prior to takeoff and coordinate any last minute modifications to the plan.

Coordination:

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

For air participants, please send your comments or questions to Bob Searl.

Bob Searl and Dan Meigs will, in turn, resolve any matters that arise and distribute the answers back to all the participants.

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.

Current Mission Objectives:

Conduct a coordinated surface/air search for a surface (raft) target.

Facilities Involved:

OPFAC 35190, Geoff Chaney Coxswain, Donn Eaton FSO-OP 10-05 and owner, Warren Edman FC 10-05 crew, and trainees Bob Dennis and Vince Gubey



Beech Baron B58, Tail Number N792JH. AUXAIR, “**2 Juliet Hotel**”
Kenneth Link Pilot, Bill Cuniff, Bob Searl Crew, Jim Beecher DCP Division 10 and Dan Meigs SO-OP



Radio Guard Channel:

AUXAIR: Sector North Carolina, channel **83A**

OPFAC 35190, Station Oak Island, 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**". The intent is to provide an immediate, although general, sense of location of the participants during general conversation.

General Procedure:

Communications Task:

A representative of the SO-CM, with a ground station in general area of the exercise, will standby on channel 83A and make a digital recording of the exchanges made on channel 83A. Do not call the aircraft during the exercise.

Exercise Radio Notification:

The exercise will take place in the general vicinity of a popular offshore fishing location, known as McGlammery Reef. There is a concern that as the target and Oscar drift through the area that boaters might interfere with these two objects. As **35190** deploys its target, Station Oak Island will be asked to broadcast the following *on low power*.

Securite, Securite, Securite.

Hello All Stations,

This is United States Coast Guard Station Oak Island, North Carolina, with a Marine Information Broadcast concerning a Search and Rescue Exercise in the vicinity of McGlammery Reef, North Carolina 33°53.4N / 078°07.2W.

BREAK

The Coast Guard Auxiliary will be conducting search and rescue training exercises from approximately 1030 through 1130 on Saturday 25 August. There will be a light blue life-raft with a mannequin afloat in the vicinity of McGlammery Reef, North Carolina as part of this exercise. Vessels in the vicinity are requested not to intercept this object as it is the subject of the search and rescue exercise.

This is United States Coast Guard Station Oak Island North Carolina.

OUT

As **2 Juliet Hotel** approaches the exercise area, she will broadcast the following on channel 83A:

“Hello All Stations Hello All Stations Hello All Stations

This is Auxiliary aircraft **2 Juliet Hotel**

The United States Coast Guard Auxiliary will be conducting search and rescue training exercises in an area southwest of the entrance to the Cape Fear River from start time through end time (*time of day*).

Request you refrain from calls on channel 83A to aircraft **2 Juliet Hotel** and vessel **35190** during this exercise period.

Auxiliary aircraft **2 Juliet Hotel** OUT”

At the conclusion of the exercise, the following call would be made:

“Hello All Stations, Hello All Stations, Hello All Stations.

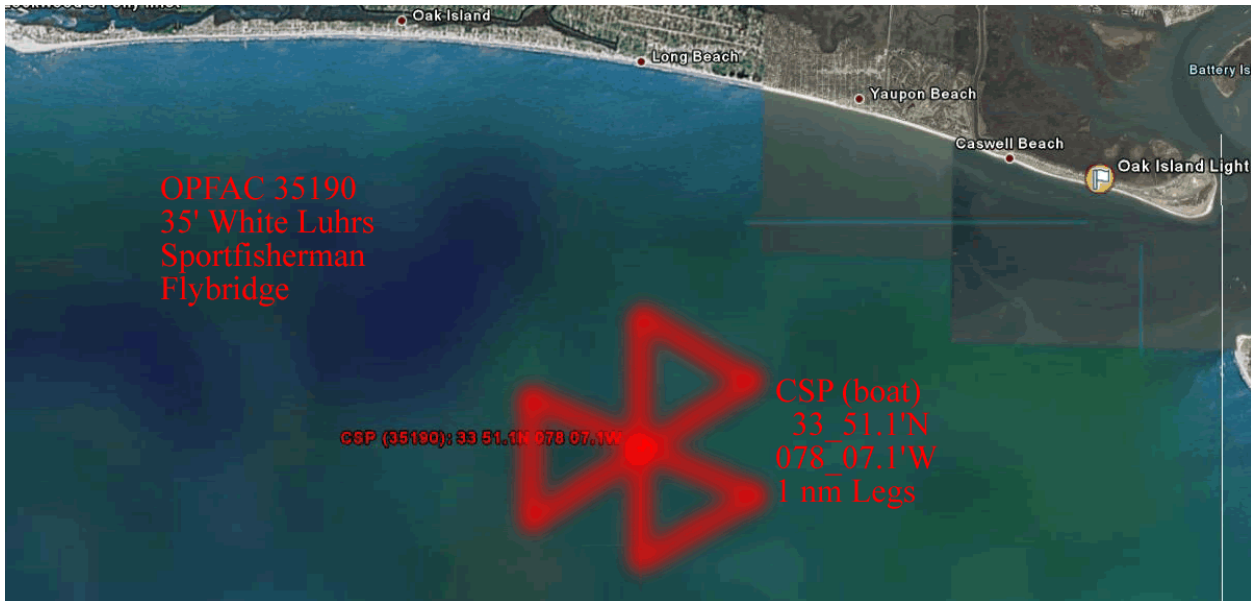
This is Auxiliary aircraft **2 Juliet Hotel**

The search and rescue training exercises underway in the vicinity of the entrance to the Cape Fear River are ended.”

Auxiliary aircraft 2 Juliet Hotel OUT”

SAR Exercise Task:

35190 will be on Patrol in the ocean southwest of Cape Fear. The CSP for a simulated overdue vessel is **33° 51.1'N /078° 07.1'W** (approximately 4 miles SSW of the Oak Island Light House). The target is an 8', pale blue inflatable dinghy, with Oscar aboard. It has been placed in the water some distance downwind of the CSP.

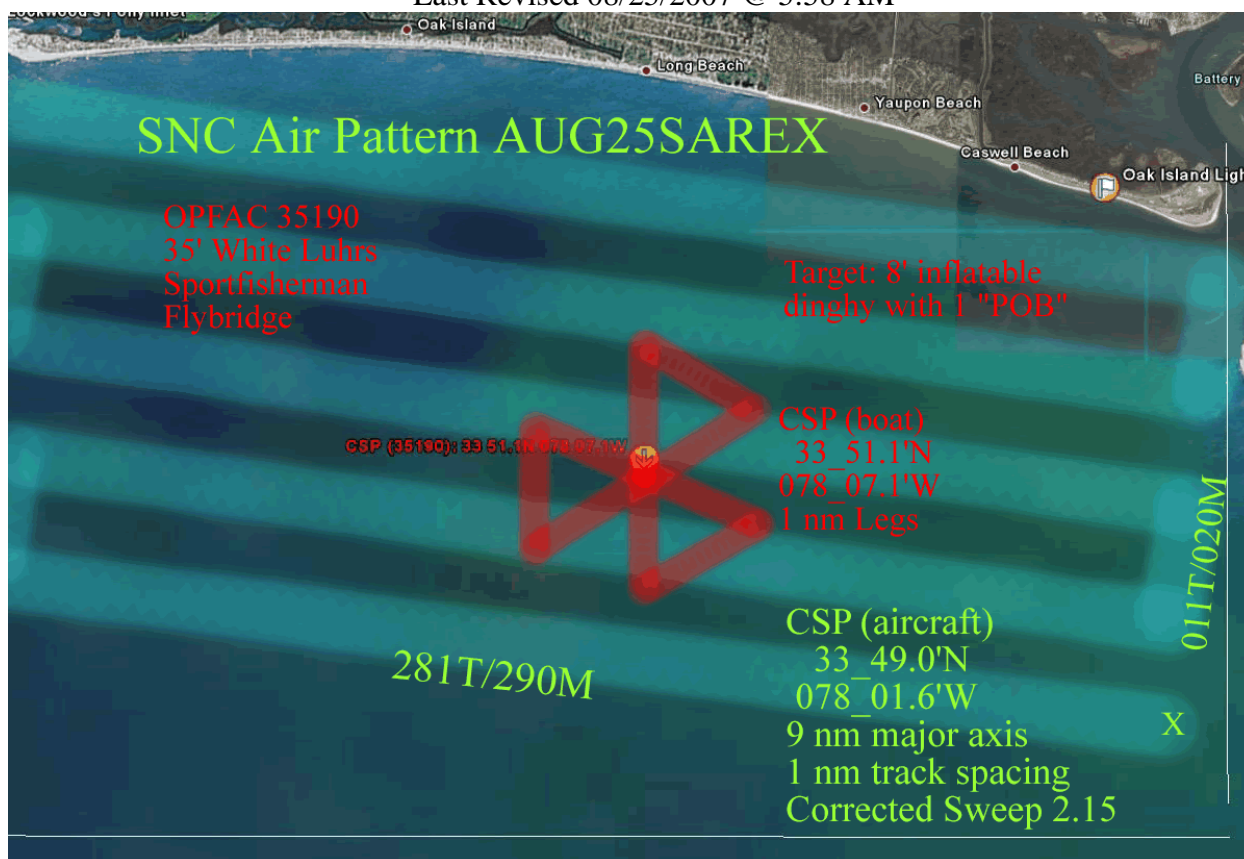


Aircraft Pattern

As **2 Juliet Hotel** approaches the area, **35190** will move to the CSP, put datum overboard to assess set and drift and begin a VS pattern from the CSP with the first leg along the direction of the set. The legs are planned to be 1 nm and the vessel's speed is planned for 10 kts. However, the SOA will be modified by **35190** to suit the conditions, but will run 1 nm legs.

Below is the pattern produced by SNC on 22 August 2007. The full text of the output is found at <http://www.seapath.com/faq/sncsarpattern.pdf>. The CSP is at the southeastern corner of the pattern and the pattern is flown to the west, then north, then east then north etc. **CSP is 33° 49.0'N 078° 01.6'W**
Course of the major axes legs is **281°T/290°M**.

When **2 Juliet Hotel** spots the target, they will circle to positively identify the target and the continued presence of "oscar". They will communicate to **35190** steering directions or position to the target and standby as **35190** approaches the area to recover the target vessel and passenger.



In the event communications between **35190** and **2 Juliet Hotel** are unavailable, the aircraft will employ standard aircraft radio-out procedures to direct 35190 to the target.

In the event **35190** locates the target prior to the aircraft doing so if the aircraft's legs have not yet crossed the location of the target, **35190** will continue its pattern for a reasonable time to allow the aircraft time to conduct its search.

Logging:

Both **35190** and **2 Juliet Hotel** will set their GPS to record the track actually run and download or photograph the actual route. This comparison will provide interesting information concerning overlap, and visual detection range from the two vessels, particularly if the target is difficult to see.

Lessons Learned & Debrief:

At the conclusion of the mission, all crews will document their lessons-learned as a baseline for subsequent missions. The aircraft members will conduct a debrief at Air Wilmington.

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.

