

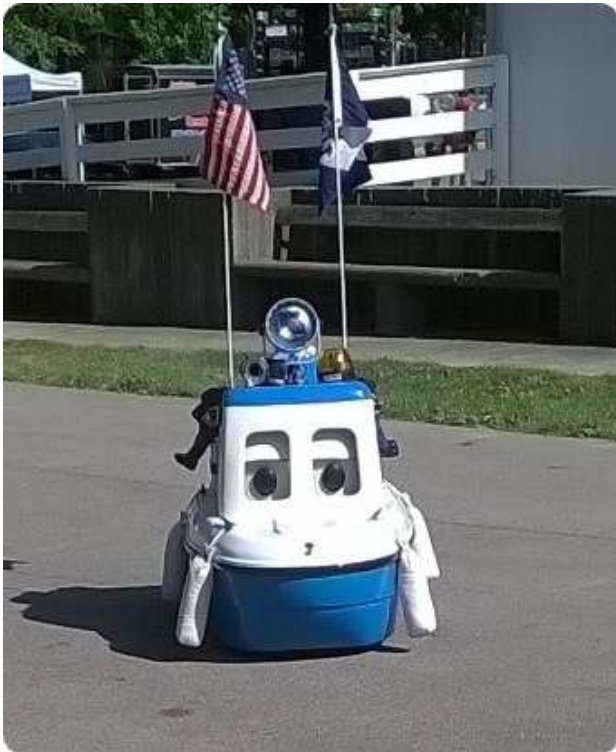


# Rose City Beacon

U.S. Coast Guard Auxiliary Flotilla 091-22-05, Jackson, Michigan

Fall 2016

## Flotilla Activities: July–September



*JACKSON, July 14—Coastie the Safety Boat heads out on patrol during the Learning Fair. Coastie was operated by Mark Cole.*

### Learning Fair

The Learning Fair is a hands-on event that allows kids to discover technology, industry and the arts. Jackson's 23<sup>rd</sup> annual Learning Fair was held July 14 & 15 at the Ella Sharp museum. As it has in past years, the flotilla set up an information table with boating safety information along with the Trash Game, which teaches participants how long it takes trash to biodegrade in the environment. Coastie the Safety Boat was also at the Learning Fair.

On July 14, Ken Mangus staffed the table while Mark Cole operated Coastie. On the 15<sup>th</sup>, Tom Schaffner, Jan Osborn and Ken Mangus worked the information table, while Mark Cole again operated Coastie.

Attendance at the event was high, with the flotilla members seeing about 2,500 people on Thursday and another 2,200 on Friday.

### AIM Week

Academy Admissions Partners Kim Cole and Jan Osborn participated in AIM Week in July this year, providing logistical support to the program. The Academy Introduction Mission (AIM) program is held each year by the U.S. Coast Guard Academy in New London, Connecticut. During AIM, students who are about to enter their senior year of high school are exposed to six days of life as an Academy cadet.

### Vessel Exams in Cajun Country

Thom Brennan, FSO-PB

Last year, I hadn't completed the five vessel safety checks needed to keep my vessel examiner qualifications current. Accordingly, this year I found myself in REYR status (failure to meet currency). Since I live in Louisiana, commuting to Michigan to participate in the flotilla's VE Blitzes was out of the question.

I contacted Edie Wellemeyer, the FC of Flotilla 081-04-04 in Lafayette, Louisiana. Edie graciously invited me to help them out on their next ramp day. This would allow me to complete the two supervised visits required to get myself out of REYR status. Located about two hours west of New Orleans, Lafayette is the capital of Cajun Country in Louisiana.

On 6 August, I met up with Edie, Robert Sonnier, Harry March and Trey Savage at a ramp in Delcambre (pronounced DEL-come), Louisiana. Robert would be my mentor for the vessel safety checks I needed to perform.

Vessel Safety Checks are vessel safety checks, right? Well, not exactly. I was struck by some differences between Michigan and Louisiana. First off, there's the slight variation in state laws. Then there's the local topography, which is vastly different from the Great Lakes area.

Delcambre is a small (pop. 2,200 or so) town located south and west of Lafayette on Bayou Carlin, which is also known as the



*DELCAMBRE, LOUISIANA, August 6—The launch ramp on Bayou Carlin, with a shrimp boat (open for business) in the background at left, and the farmer's market pavilion in the background at right; a boat returns to the ramp, where it underwent a vessel safety check (it passed).*

Delcambre Canal. The bayou connects to the Intracoastal Waterway and the Gulf of Mexico. Shrimp boats were docked adjacent to the launch ramp, and people lined up to buy shrimp fresh off the boats. The surrounding countryside is flat and covered with sugar cane fields.

Two other things were quite different from Michigan—the people and the boats. Most of the people I interacted with were Cajuns; this was not surprising, since I was in the middle of Cajun Country. French surnames like Broussard and Thibodaux were common. I learned that “Richard” as a surname is pronounced “ree-SHARD.” Most of the boaters spoke with a Cajun accent, which doesn’t sound Southern at all. It sounds, well, like a Cajun accent and is unique to this part of the world. Many of the boats we examined were bass boats (very common in Louisiana) or deep-water fishing boats. Several of the latter were listed on their registration certificate as “homemade.” Huh? It took me a while to figure this out.

There is a thriving local boat manufacturing industry to support the offshore oil rigs and the commercial fishing fleet. These “homemade” craft—all aluminum boats—were built by folks who were professional shipyard workers. The boats had a very high standard of finish, and you’d never know they weren’t a commercially manufactured craft except for the lack of a logo.

Given that this was Louisiana in August, it got a tad warm by the time we finished our exams... 99°! Fortunately, shade and liquids were readily available to us. We examined 16 boats in all, and I got myself out of REYR status. About one-third of the craft failed their exams. Afterwards, the crew enjoyed lunch and some fellowship.

One last note... a week after I did the vessel exams, south Louisiana was struck by torrential rains... up to 30 inches of it in places. The town of Delcambre and the vicinity suffered extensive flooding.

### **Great Outdoors Jamboree**

On September 11, Michigan’s Department of Natural Resources sponsored their fourth annual Great Outdoors Jamboree at the Lake Hudson Recreation Area. The event is hosted by Pheasants Forever, the Michigan Pheasant Restoration Initiative. In addition to the flotilla’s participation, another 38 vendors and outdoor organizations were at the event. American Legion Post 368 from Morenci provided a color guard for the flag-raising ceremony and a 21-gun salute in memory of the 15<sup>th</sup> anniversary of the 9/11 attacks.

Flotilla 22-05 members Mark Cole and Ken Mangus set up an information booth with the Trash Game. Official attendance for the event was 1,145 (762 adults and 383 children).





LAKE HUDSON RECREATION AREA, Great Outdoors Jamboree, September 11—Michigan DNR Conservation Officers Monnich and Reynolds at their information table; Flotilla 22-05's Ken Mangus shows a youngster how to throw a monkey fist; Jamboree participants at Pheasants Forever's shooting trailer (all photos Pheasants Forever)

## Awards, Recognition & Certifications

### Awards



Mark Cole received the Auxiliary Annual Service Performance Award for Vessel Examinations and Marine Dealer Visitations. The award is given for completing a total of 60 or more vessel examinations and/or marine dealer visits in a single year. Mark completed 88 visits in 2015. This is Mark's twelfth such award.



Zach Smith was awarded the Auxiliary Member Service Award. The award is given to Auxiliarists who have completed five years of service.

### Certifications

Joy Walters and Nathan Walters both completed their vessel examiner training and their supervised exams. They have received the Auxiliary Certificate of Advancement, and are now certified as Vessel Examiners.

### Recognition

At the District 9 Central Fall Conference, held in September 8-11, Flotilla 22-05's newsletter, the *Rose City Beacon*, was awarded first place in the District for flotilla newsletters in 2015. It is the third consecutive year the

newsletter has won this award. Thom Brennan is the *Beacon's* editor. ⚓

## Acronym Soup<sup>1</sup>, Part Five



In this, the fifth and final installment of a series, we look at Coast Guard and Auxiliary acronyms for letters U through Z, in one last attempt to decode that all acronym soup gibberish to plain English.

### Letter "U"

|        |   |
|--------|---|
| UDC    | Uniform Distribution Center; the official source for Auxiliary uniforms |
| UNCLAS | Unclassified (used after BT in an unclassified message)                 |
| USA    | United States Army  |
| USAF   | United States Air Force   |
| USAFR  | United States Air Force Reserve   |
| USA-NG | United States Army National Guard                                       |
| USAR   | United States Army Reserve  |
| USC    | United States Code  |

<sup>1</sup> Information from U.S. Coast Guard Auxiliary P (Prevention) Directorate, "Commonly Used Acronyms and Abbreviations," accessed September 19, 2016, <http://www.uscgaux.info/content.php?unit=P-DEPT&category=acronym-thesaurus>

|         |                                     |
|---------|-------------------------------------|
| USCA    | United States Code Annotated        |
| USCG    | United States Coast Guard (also CG) |
| USCGA   | United States Coast Guard Academy   |
| USCGAUX | United States Coast Guard Auxiliary |
| USCGR   | United States Coast Guard Reserve   |
| USMC    | United States Marine Corps          |
| USMCR   | United States Marine Corps Reserve  |
| USN     | United States Navy                  |
| USNR    | United States Navy Reserve          |
| USPHS   | United States Public Health Service |
| USPS    | United States Power Squadrons       |

**Letter "V"**

|         |  |
|---------|--|
| V       | Designates the Auxiliary National department of Vessel Examination |
| VADM    | Vice Admiral (USN and USCG)  |
| VCDR    | Division Vice Commander  |
| VE      | Vessel Examiner (Auxiliary SO specialty designation)               |
| VE      | Vessel Examination (see also VSC)                                  |
| VFC     | Flotilla Vice Commander  |
| VFR/IFR | Visual Flight Rules/Instrument Flight Rules                        |
| VHF     | Very High Frequency (30 to 300 MHz)                                |
| VMC     | Visual Meteorological Conditions (see also VFR/IFR)                |
| VSC     | Vessel Safety Check  |

**Letter "W"**

|      |  |
|------|--|
| WAGB | Designation for a Coast Guard icebreaking cutter; i.e., WAGB-83 (USCGC <i>Mackinaw</i> ) |
| WHEC | Designation for a high-endurance cutter; i.e. WHEC-715 (USCGC <i>Hamilton</i> )          |
| WLB  | Designation for a buoy tending cutter; i.e., WLB-201 (USCGC <i>Juniper</i> )             |
| WMEC | Designation for a medium-endurance cutter; i.e. WMEC-901 (USCGC <i>Bear</i> )            |
| WMS  | Waterway Management Security   |
| WPB  | Designation for a patrol boat-class cutter; i.e., WPB-1310 (USCGC <i>Mustang</i> )       |

|         |                                    |
|---------|------------------------------------|
| WS      | Watchstander                       |
| WW      | (see AWW)                          |
| WWWDWOA | What Would We Do Without Acronyms? |

**Letter "X"**

|     |                         |
|-----|-------------------------|
| XO  | Executive Officer       |
| XPO | Executive Petty Officer |

**Letter "Y"**

|     |  |
|-----|--|
| YIC | "You're in Command;" CD/CGAUX safe boating program |
| YN  | Yeoman   |

**Letter "Z"**

|      |   |
|------|---|
| ZKN  | Radio log entry, meaning "I have taken over guard for ____."  |
| ZKO  | Radio log entry, meaning "I have handed over radio guard to ____."  |
| ZKP  | Radio log entry, meaning "I am radio guard for ____."   |
| ZUI  | Message header, meaning "Your attention is invited to ...."   |
| ZYB  | Message header, meaning an administrative message.  |
| ZULU | Military designation for Universal Coordinated Time, also known as Greenwich Mean Time; used in messages. For example, 1830 ZULU, indicates the message was sent at 6:30 PM by the clock in Greenwich, England. |

The truly scary thing about all these acronyms is that this and the preceding four articles covered only the most common acronyms. There are many, many more. ⚓

## Coast Guard History: The NC-4 and Elmer Stone



Coast Guard aviation celebrates its centennial this year. While the first Coast Guard aviators didn't get their wings until 1916, the service's involvement with aircraft goes back to the very beginning—to the Wright Brothers' first flight in 1903.

Surfmen from the Kill Devil Hill Lifeboat Station in North Carolina helped the Wrights launch their airplane on 17 December 1903, and one of those surfmen took the iconic photo of the Wrights' first flight.

By 1915, airplanes had advanced to the point where Coast Guard lieutenants Elmer Stone and Norman Hall thought they might be used to carry out Coast Guard missions. Experimental flights using the primitive aircraft of the day were successful, and LT Stone, along with five others, was sent to Naval Aviation School in Pensacola, Florida, in April of 1916.

The United States entered World War 1 in 1917, with Coast Guard aviators serving both stateside and overseas. One was awarded France's Chevalier of the Legion of Honor. Another bombed and machine-gunned a German U-Boat off the coast of New England.

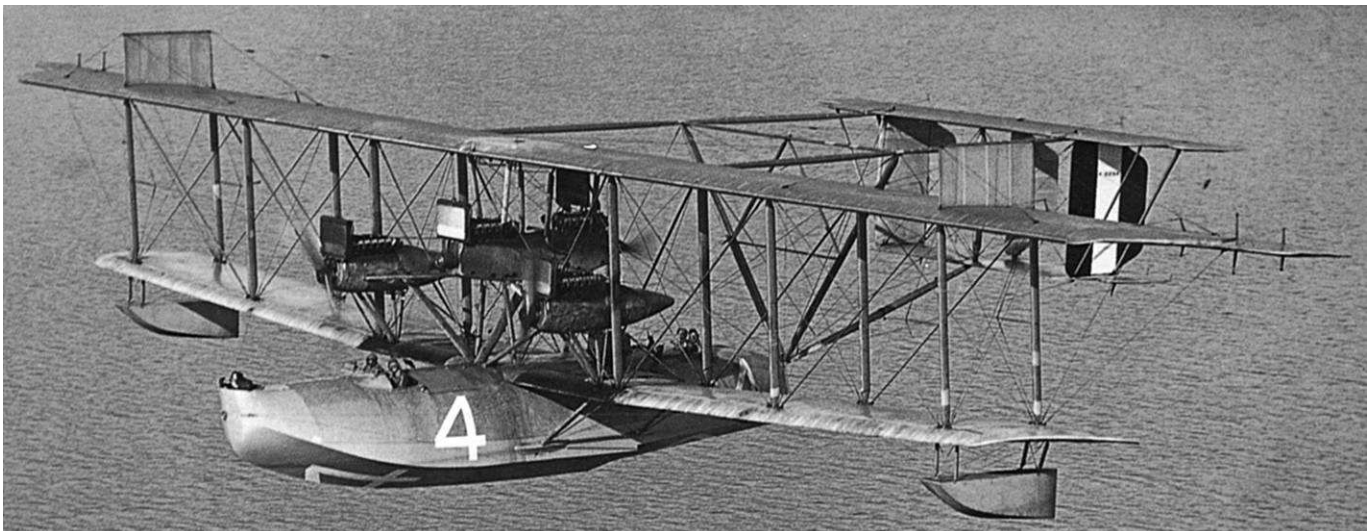
Aviation technology advanced rapidly during the war and, by 1919, it was thought possible to fly across the Atlantic Ocean. The Navy provided four Curtiss NC flying boats and assigned crews to attempt the crossing. LT Stone, USCG, was assigned to be the pilot of aircraft NC-4. Their trans-Atlantic route would take them from New York to Newfoundland and then to Lisbon, Portugal.

Because of the airplane's relatively low performance and the primitive nature of the aviation technology of the day, it was thought necessary for the Navy to station ships along

the flight path. These ships provided a variety of services. At night, they would serve as beacons, lighting the route. They provided refueling stops and a place for the crews to rest, sleep and get hot food. And, of course, the ships were there to rescue the crews in the event of a ditching or forced landing. More than 20 ships, mostly destroyers, were stationed along the route, roughly one every 50 miles.

Aircraft NC-2 wound up being cannibalized for parts to support the other three planes before the flight even left New York City. On 16 May 1919, the three remaining planes departed Newfoundland for the Azores, on the longest leg of their journey. They encountered thick banks of fog, which posed a severe hazard as none of the planes was equipped with an artificial horizon. This made it almost impossible to tell if the plane was climbing, descending, or flying level. Both NC-1 and NC-3 were forced to land in the open ocean. The rough seas damaged NC-1, and the crew was rescued by a Greek freighter. NC-3 suffered from mechanical problems. After successfully landing, the crew taxied their craft some 200 miles to the Azores. After flying all night and most of the next day NC-4, with Stone at the controls, successfully landed at Horta in the Azores, covering 1,200 miles in 15 hours and 18 minutes.

Stone and the NC-4 left Horta on 20 May, but only got another 150 miles before they



*The Curtiss NC-4 flying boat piloted by USCG LT Elmer Stone during the first successful trans-Atlantic flight.  
(Photo USN)*



were forced to land at another island in the Azores due to mechanical problems. Awaiting parts and repairs caused a delay of several days and they departed for Lisbon on 27 May. After flying a little more than nine hours, NC-4 landed safely in Lisbon harbor, completing the first successful flight across the Atlantic. They flew on to England, then to Paris. Cheering crowds greeted them in both locations.

Only two weeks later, the accomplishments of the pioneering flight made by Stone and the crew of NC-4 were largely overshadowed when the British aviators Alcock and Brown made the first successful *non-stop* crossing of the Atlantic.



LISBON, PORTUGAL, May 28, 1919—the flight crew of NC-4 after their successful trans-Atlantic crossing. From left: Chief Machinist Mate Eugene Rhoads, USN (flight engineer); Lieutenant James Breese, USN (flight engineer); Lieutenant (j.g.) Walter Hinton, USN (co-pilot); First Lieutenant Elmer Stone, USCG (pilot); Lieutenant Commander Albert Read (aircraft commander/navigator), USN. Missing from this photo is Ensign Herbert Rodd, USN (radio operator). (Photo USN)

For his part in the flight, Elmer Stone was given a written commendation from Assistant Secretary of the Navy Franklin D. Roosevelt, dated 23 August 1919, that stated: "I wish to heartily commend you for your work as pilot of the Seaplane NC-4 during the recent trans-Atlantic flight expedition. The energy, efficiency, and courage shown by you contributed to the accomplishment of the first trans-Atlantic flight, which feat has brought honor to the American Navy and the entire American na-

tion...." He was also awarded a Navy Cross on 11 November 1920 for "distinguished service in making the first successful trans-Atlantic flight."

Elmer Stone later received the designation "Coast Guard Aviator No. 1," and served the remainder of his distinguished career in aviation, at sea, and in command ashore. He passed away as a Commander while on active duty on 20 May 1936. On 12 May 1983, he was inducted into the United States Naval Aviation Hall of Honor, the first Coast Guard member to receive that distinction.

The NC-4 survives to this day and is now owned by the Smithsonian Institution. The plane is on loan to the National Museum of Naval Aviation in Pensacola, Florida, where it is currently on display. It is also featured on the patch commemorating the centenary of Coast Guard Aviation. ⚓

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