

The Thirty-Niner

"Did That
Plane Just
Crash?"





The THIRTY-NINER



Newsletter of the U.S. Coast Guard Auxiliary

Chicago - Wilmette Division 39, 9th Western Region

Flotillas 39-02 (Des Plaines), 39-04 (Chicago), 39-06 (Wilmette), 39-08 (Air), 39-10 (Ten Chicago)

DCDR: Robert Reczek
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VCDR: Tom Remec

SO-PB: Chas. Hague
October already? 2017

COVER: Jay Katzman teaching youngsters about life jacket wear and boating safety.

UPCOMING EVENTS

15 Oct. Station Wilmette BBQ. From 1100-1400. Changed from the original date. Hamburgers, brats etc. for Auxiliarists and Regulars. Bring a STORE-BOUGHT SEALED dish to share.

Reason for change is CGSTA-Wilmette will be going through an inspection prior to this date, and they wanted time to get the station in tiptop shape.

20-22 October: D-Train, Lisle Hilton, Lisle IL. Flyer and online sign-up will be out mid-September. New members—find out what the Auxiliary is all about. Old salts—get trained up for a leadership role.

Registration is on the 9th District website, at:
http://cgaux9wr.com/events/district_Fall2017/

“DID THAT PLANE JUST CRASH?”

By Tim Darrey and Chas Hague, 095-39-02



The Oshkosh Experimental Aircraft Association meet this year had incredible Coast Guard Auxiliary participation, with more than 20 Auxiliarists

traveling from as far south as Homewood, IL and as far north as Stevens Point, WI. A mobile office trailer donated by a local contractor provided our base of operations at the Pioneer Marina. Radio towers for each working channel were erected and Auxiliarists stood watch for the most part from 0800 to 2000 to coincide with our safety patrol hours. In addition, we were able, for the most part, to provide two boats per shift on scene to maintain a safety zone at the EAA Seaplane base.

On Thursday, 27 July, Auxiliary Facility 241080 with 095-47-02 member Russ Hoganson as Coxswain and 095-47-02 member Greg Bergner, along with 095-39-02 members Tim and Bridget Darrey as crew were supporting the EAA fly-in up in Oshkosh, Wisconsin. They maintained a safety zone on Lake Winnebago for seaplanes near the EAA Seaplane Base.

They had just touched in at the Seaplane Base when the sound of an amphibious aircraft taking off suddenly changed, then cut off.

“Did he crash?” asked Tim,

“He did!” exclaimed Greg who, at the aft end of the boat had seen the entire incident unfold. Russ had 241080 headed for the floating wreck well before the emergency siren sounded at the base.

The facility, accompanied by other boats from the



base, arrived at the crash site in about a minute. Only a small part of the seaplane was out of the water. Russ steered carefully around the plane, when a man popped up between 080 and the wreck. Russ directed Tim to throw a life ring over to him, then Bridget and Greg pulled him aboard. The survivor, although somewhat disoriented and suffering from cuts and shock, was able to provide vital information that there were still two additional people aboard the sinking aircraft. Following Bridget having provided First Aid and stabilizing him, he was transferred to shore by the Auxiliary crew where he was taken by ambulance to the hospital.

According to Tim, "Our Coast Guard training really paid off as we made up a crew from two different Divisions, aboard an unfamiliar boat, in waters unfamiliar to some of us---faced with an unexpected emergency! We worked together perfectly with no problems. It was great Coast Guard Auxiliary teamwork."

(This article first appeared in 39-02 newsletter)

BILL ROBINSON



Long time Auxiliarist and Plank Owner of Flotilla 39-02 William "Bill" Robinson Crossed the Bar on 25 September.

Mike Scott wrote, "He and Johnie Johnson were two of the members who gave me my foundation in Flotilla 22-18 when I joined!" From Mike and Sally Steuermer: "We have great memories of the meetings. Bill would always have an interesting and informative presentation."

Virginia Haase remembered, "Bill was a wonderful man with a quick smile and great stories at our meetings." As FSO-CM, he helped with the *Bilgewater* by submitting monthly articles. It was an honor to formally "Pipe him over the Side" when he switched to Division 41 to be closer to home.

FROM THE DCDR

By Robert Reczek

With the hot weather behind us, the reality that fall and end of the year is coming quickly.

Boats will be winterized, but we will still have a lot to do to keep us busy.

So here is the reality check. D-Train will be held in October, are you going? There are a lot of opportunities for training and meeting other members from our District.

New Bridges or those reelected for the second term will be done in November.

Have you reported all of your missions, and got your paperwork in? Are you current in your currency for your qualifications?

These hours and missions are what are counted towards individual and flotilla awards at our COW. Also these reports are looked at by the Coast Guard for the Auxiliary involvement, and that is how funds are allocated to the Auxiliary.

I want to thank you for the support you give to your flotilla and division; this is what makes us strong.

VENT THE BILGE

From Northern Arizona Gazette via Boat/US

The occurrence of two boat explosions two days in a row at Lake Havasu is an important reminder of the crucial role of ventilation systems, which work to remove flammable gases. Properly installed ventilation systems greatly reduce the chance of a life-threatening explosion.

A properly functioning ventilation system circulates air through the engine and fuel tank compartments to remove fuel vapors from the bilge. A best practice to follow is to always open an inboard engine compartment and let it air out before starting an engine — this allows you to smell for gasoline fumes.

Before going out on the water, check your ventilation hoses in the engine compartment. In a passive system the fresh air enters higher in the compartment to force gasoline vapor out through the lower hose. In a powered ventilation system the blower should be on the exhaust hose so any gasoline vapors are drawn away from the engine rather than introducing fresh air to the engine compartment if the blower was on the intake side.

"When considering repairs on your boat remember that marine-rated parts like starters, alternators, or generators are designed to limit spark exposure, that's why they are more expensive than standard automotive parts," said Tim Baumgarten, boating law administrator for the Arizona Game and Fish Department. "Resist the urge to replace engine parts

with automotive parts because they are cheaper."

According to The Boater's Guide of Arizona:

- All gasoline-powered vessels constructed in a way that would entrap fumes must be properly and efficiently vented to remove the fumes. It is recommended that at least one intake duct extend from a point midway to the bilge or below the level of the carburetor air intake, and at least one exhaust duct extend from the open atmosphere to the lower bilge.
- If your vessel is equipped with a power ventilation system, turn it on for at least four minutes in either of these situations: after fueling and/or before starting the engine.
- If your vessel is not equipped with a power ventilation system (for example, a personal watercraft), open the engine compartment and sniff for gasoline fumes before starting the engine.
- Regularly check the ventilation ducts for obstructions such as birds' nests. Make sure you can feel air coming out of the cowl when the ventilation system is turned on. A great resource for information is the Arizona Game and Fish Department's Boating Safety Education program. The department's free courses include instruction on the basic skills required to safely operate a boat or personal watercraft, trailering your vessel, navigational rules, buoys, anchoring, legal requirements, and boating emergencies. Upcoming courses and information can be found online at www.azgfd.com/Education/Boating/.

OPERATION LIFE RING

By Richard Washburn, National Commodore
Dear Fellow Auxiliarists,

No doubt you have seen the devastation resulting from Hurricane Harvey as it tore through Texas and western Louisiana dumping torrential rains along the way. [And Hurricane Rita in Florida—Ed] I have been sending you situation reports to keep you informed of the many members of our Coast Guard family who are performing valiantly in the rescue and clean-up efforts. Many Auxiliarists are helping to care for the needs of others despite catastrophic damage to their own homes and property. The storm has displaced many of our

shipmates who are now in critical need of our assistance to help them sustain themselves and their families in the face of their personal devastation.

I ask that you please step up to help provide desperately needed financial assistance to the members of our Auxiliary family who have been so severely impacted by the damage wrought by Hurricane Harvey. To support that effort, I have requested our own Coast Guard Auxiliary Association, a 501 (c) 3 not-for-profit corporation acting on our behalf, to activate its Operation Life Ring to assist Auxiliarists and their families who have suffered significant loss during the storm and its aftermath. Operation Life Ring was established as a contingency plan to allow our members and others to contribute to the welfare of Auxiliarists and their families severely impacted by such events. All Auxiliarists are members of the Association, so any Auxiliarist harmed by Hurricane Harvey is eligible to apply for financial assistance from this fund.

Information on Operation Life Ring can be found on the Coast Guard Auxiliary Association's website at www.cgauxa.org. Just click on the Operation Life Ring link and it will take you to a page with information on how you may donate through online contributions. If you prefer you may send your donation by mail to the Coast Guard Auxiliary Association, Inc., Attn: Operation Life Ring – Hurricane Harvey Relief, 9449 Watson Industrial Park, St. Louis, MO 63126. One hundred percent (100%) of the designated contribution goes to the Coast Guard Auxiliary family victims of Hurricane Harvey. No administrative fees of any kind are deducted from your generosity. All donations are tax deductible if you itemize deductions.

I thank you for your support of the Coast Guard and Coast Guard Auxiliary's response to this tragic natural disaster, and particularly for whatever financial contribution you are able to make to the recovery of our Auxiliary shipmates and their families in their time of need.

Sincerely,



NOW IT IS EASIER TO QUALIFY

The new Basic Qualification Course II (BQC II) can now be used towards elected office eligibility and as part of the Operational Auxiliary (AUXOP) program.

Successful completion of the BQC II by the date of nomination now meets the same elected office eligibility requirement as that met by successful completion of the Administrative Procedures Course (APC) or the Flotilla Leadership Course (FLC) for election to Flotilla Vice Commander and Flotilla Commander. Any one of these three courses (BQC II, APC, FLC) now meets the elected office eligibility requirement.

The BQC II is also a leadership course option along with the other five AUXOP leadership course options. Its successful completion fulfills the requirement for one leadership credit in the AUXOP program.

Auxiliarists who have already successfully completed the BQC II's seven modules are grandfathered for both earning one AUXOP leadership credit and meeting the elected office eligibility requirement.

The BQC II can be completed online at:
<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=basic-qualification>

One of the big problems we have had in this election cycle is finding members who are willing to accept a leadership role, and who have all the right qualifications. Some Flotillas have run out of available leaders. If you have been in the Auxiliary a while, and have not taken a leadership role—Your Flotilla Needs You!



FC 39-08 Ron Dziagwa running his popular “Where Does Your Trash Go” game at the Active Senior Expo on the Kane County Fairgrounds.



Prairie Materials honors those who serve with a specially decorated ready-mix truck. It includes the Seal of the Coast Guard!

AND MORE OPERATIONS

By Tim Darrey, SO-OPS

Our Surface Operations training program hopes to step up as Tim Darrey completed his Coxswain qualification on 15 August. This will open up a number of crew training opportunities both on the Fox Chain aboard 222033 as well as out of Station Wilmette Harbor aboard 251090. Hopefully we can make up some lost time during the month of September and as weather permits.

Surface Patrols took place during the Chicago Air and Water Show with personnel from our Flotilla participating on 17 August as well as 20 August. Progress is being made on the Division 39 / Station Wilmette Harbor Operations Restructuring with 39-02 members Robert Reczek and Tim Darrey participating in ongoing meetings.

Bravo Zulu to Flotilla 39-02 boat crew program trainees Chas Hague and Lou Muno who have qualified and received their PPE as well as Andrew Weiler and Michael Valente who have qualified and are awaiting their PPE issuance. We also are working with two members from outside our Division who were in need of mentoring.

