

10 June 2019

TO: Board and Staff

FROM: Larry Olson, DSO-AV

SUBJECT: AuxAir Monthly Report.

The weather has been improving and we have been flying more missions in support of the Coast Guard, the Auxiliary, NOAA, and other allied agencies. We are flying almost every day.

On 28 May we had a good staff meeting and a down-sized dinner meeting at the Holiday Inn, Dublin. We covered a number of subjects dealing with personnel, training, aircraft and related matters. We discussed our upcoming AUX-17 (CRM) class to be held at CGI on 8-9 June.

We had several productive patrol flights in recent weeks, including two during the first week of June; which I will summarize in this report. One flight was in the Delta where we located five Abandoned - Derelict Vessels (ADV). These were in channels and waterways where they could obstruct other vessels traveling through the Delta. We took photos of these ADV's and noted their lat-lon positions. This information is being forwarded to Wil Sumner and to Sector for further investigation and handling.

On another Bravo Sector flight, Doug Kerr and I were contacted by Sector to see if we could respond to a missing 8-year old boy along the shoreline in the vicinity of Crissy Field and the adjoining waterfront. Since we had just passed Half Moon Bay and had ample fuel we accepted this SAR assignment and responded to the San Francisco waterfront area. We were on station within seven minutes and began our search. There were also two Coast Guard vessels off shore and we were in constant radio contact with Sector and the responding vessels. We began checking the water areas first and then the land areas near the shoreline. We were requested to check parking lots, bike paths, and other areas from the GG Bridge to Pier 39 and Fisherman's Warf. We were being given constant update information, with the latest being that the young boy could be on a bicycle and that he was wearing an orange hoodie. We were on station approximately 45 minutes, orbiting this entire area, when Doug spotted a possible person fitting the description we had been given. We relayed this information to Sector, giving them as precise location details as possible. In a few minutes Sector called us and said they had relayed our data to San Francisco PD and that SFPD responded and confirmed that this was the boy they were looking for. We were pleased that this case had a good outcome. Sector asked us to contact them when we landed at Hayward. We did call them and they thanked us for our assistance and commented that communications went well and they appreciated our air crews giving physical geographical locations, in addition to lat-lon coordinates, when we call in our regular operations reports.

On another recent flight, Doug Kerr and I made our regular call to Sector prior to starting our patrol and we were advised of an ELT (Emergency Locator Beacon) that had been transmitting for a couple of days and that this appeared to be coming from the vicinity of the Hornet Aircraft Carrier and the former Alameda Naval Air Station. Doug and I responded from Hayward Airport and went to the described area. This location is just off the runways at Oakland Airport and Oakland Air Traffic Control assisted us in coordinating our search with landing and departing aircraft at their Airport. We were able to tune in the transmitting ELT (on 121.5) and by circling the area we were able to find the location with the strongest signal. We relayed this information to Sector and we knew that Auxiliarist Peter Todebush was responding to the area with his radio equipment, including direction finding gear. We gave the information to Peter who drove to the small marina area that had a number of boats. Peter was able to

drive around the marina area and, using his directional finding radio equipment, he was able to pinpoint the vessel that had the transmitting ELT. Additionally, two Coast Guard personnel from sector and an FCC agent responded and they were going to handle this case with the boat owner, who was not aware his ELT had been activated and was transmitting the distress signal.

Respectfully submitted,

Larry Olson  
DSO-AV