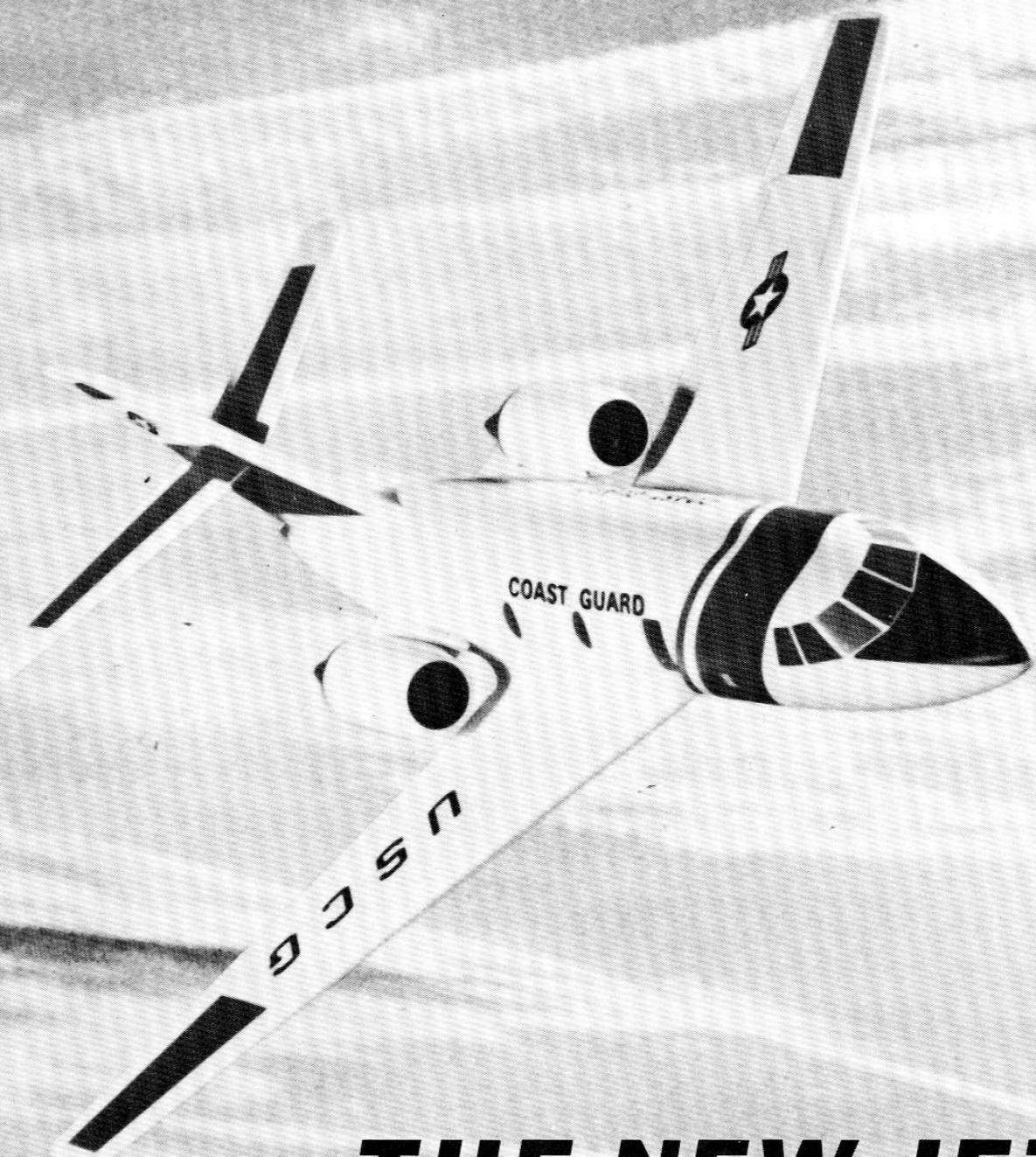


# The Coast Guard Reservist

September-October 1977, Vol. XXV, No. 6



## **THE NEW JET**



The Reserve training cutter RELIANCE earns E's in refresher training. See page 5.

# The Coast Guard Reservist

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Chief, Office of Reserve

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Editor

YN2 William P. Hamlin, Jr.  
Staff Writer and Production

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor, Coast Guard Reservist, for possible publication. By-lines will be given upon request.

## CG-288

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# ★★ The Admiral's Corner

To all members of the Coast Guard:

One of the unique features of FY 1977 has been the number and variety of Department of Defense studies of the Reserve Components that were begun or expanded and are continuing into FY 1978. I would like to comment briefly on several of these that include the Coast Guard Reserve.

The Reserve Compensation System Study was initiated by Presidential direction and is intended to improve the effectiveness of direct and deferred compensation as a means of meeting the manpower requirement aspect of Reserve readiness. A Coast Guard Reserve officer is a full-time member of this study group.

The Review of the Guard and Reserve is also being conducted by Presidential direction. It is intended to evaluate the effectiveness and readiness of the Reserve with particular emphasis on those required to deploy within 60 days following mobilization -- this, as you know, includes all Coast Guard Selected Reserve units.

The Minuteman Training Study is intended to develop and evaluate alternatives to resolve the personnel shortages in the Individual Ready Reserve (IRR) that have developed since the expiration of the draft. Although the Coast Guard's IRR is small, an IRR of adequate size and composition to supplement the Coast Guard Selected Reserve is an important factor in our overall readiness posture.

The Full-Time Training and Administration of the Reserve Components Study is intended to analyze and evaluate the systems currently being used by the Reserve components to provide full-time day-by-day command, administration, operation and training of the Selected Reserve. The categories of Coast Guard personnel that are being reviewed by this study group include those active service members assigned to Reserve administration and operational billets, including Reserve Program Administrators and stationkeepers.

These are important, high level studies and their effect on the Reserve components as a whole will undoubtedly be profound. None of the study groups has issued its final report as yet. One important point that I would like to emphasize is that all of these studies have a common denominator--they directly relate to Reserve Readiness. The focus is on ways and means of improving the capability for all Reserves to rapidly and effectively deploy for contingencies or for general mobilization should the need arise. I am convinced that the Coast Guard Reserve has this capability to a significant degree.

The FY 1977 Coast Guard Reserve Readiness Evaluations have been received from all but a few of our Reserve units. The district averages for three of our ten districts have increased from C-3 (marginally ready) to C-2 (substantially ready) and one district has increased from C-2 to C-1 (fully ready). Only one district has a reduced C-rating and this is due to a major redistribution of mobilization billets among its Reserve units. The net result is an improvement of the already good C-ratings for FY 1976.

The recommendations of the on-going studies will undoubtedly point the way to further improvements. In the final analysis, however, it will be the careful attention by those in the chain-of-command and by our reservists in the field to all of the details that contribute to our mobilization readiness posture that make it work. Keep up the good work in this all-important area and let's try for even higher C-ratings for FY 1978.

*J. J. Williams 44*

# Brief Comments

Dear Readers,

As new editor of the *Reservist*, I aim to bring you a magazine you'll look forward to reading, not only for information but for pleasure. As before, our primary goal is to keep Coast Guard reservists up-to-date on developments which may affect them, both here at Headquarters and in the field.

It is also my desire to bring you feature articles of general Coast Guard interest, such as Bill Hamlin's "New Ships for Changing Roles" in the July - August issue.

I welcome contributions and ideas from all of you in the field. Sorely needed are action packed photographs, and articles of general, as well as local, Reserve interest. Any complaints? I want those too.

For my part, I promise to answer all letters and calls, and to put out the best magazine I know how. For your part, please consider your *Reservist* a primary means of communication with reservists outside your own districts. If there's anything you think they should know, please let me know.

Kathy Kiely

## Coast Guard sweeps ROA elections

The Coast Guard Reserve will be well represented in the Reserve Officers Association this year. Coast Guard Reserve officers were elected to four positions at the 51st ROA Convention in Seattle July 7-9.

CAPT Vivian Reese, USCGR, was selected vice-president for the Navy. CAPT Reese, the only woman vice-president, will represent all the sea services of the ROA. CAPT Reese is a member of the Washington, D.C. Coast Guard Chapter. She is a veteran of ROA's successful fight to save the Coast Guard Reserve in the early 70's.

Elected junior vice-president for the Navy was LT Jay Oakman, USCGR. LT Oakman is an RPA serving in the Reserve Administration Division at Headquarters.

CDR Bennett Sparks, USCGR, won the position of Executive Committeeman for the Navy. CDR Sparks, of Hollywood, CA, is Commander of Reserve Group Base Los Angeles.

CDR Edward C. Bryant, USCGR, was elected Chairman of the Coast Guard Affairs Committee. CDR Bryant is Commander of Reserve Group Portland, MN.

RADM Thomas Wetmore III, Chief of the Office of Reserve, was a featured speaker at the ROA Convention.

Delegates to the convention adopted 48 resolutions, concerning matters ranging from specific Reserve concerns to broad federal issues. Among resolutions affecting Coast Guard Reservists was a resolution urging Transportation Secretary Brock Adams to approve incremental increases in the Coast Guard Selected Reserve by 1,000 billets annually, until the present requirement is met. Another resolution urged consideration of continuing the Coast Guard running mate promotion system for reservists and to halt further attrition until a study is made.



CAPT Vivian Reese, USCGR

# Reservists meet challenge: Reliance 'best ever'

Reservists on board USCGC RELIANCE for training this summer found themselves manning guns, dodging rocket and torpedo attacks and evading enemy aircraft. They had plenty of damage control problems to fight and even came under nuclear attack, all within two weeks.

Did RELIANCE stray into enemy waters by mistake? No, she underwent all these trials and more during Navy Refresher Training August 29 through September 9, at Naval Amphibious Base Little Creek, Norfolk, VA.

Eighteen reservists, replacing regular crewmembers, helped RELIANCE earn an overall grade of excellent (93.0), with E's, the highest grade possible, in operational readiness and engineering.

The 18 reservists, representing six districts, made up 30% of the crew aboard RELIANCE during the two week training period. They reported aboard only one day prior to refresher training, and were all inexperienced in cutter operation. Several reservists had never before been aboard a large cutter. Despite their lack of familiarity

with the ship, the enthusiastic reservists assisted the regular crew in earning RELIANCE her highest marks ever in refresher training.

Refresher training is completed by major Coast Guard cutters at least every two years. The cutter's physical and engineering plants, as well as her officers and men, are put through rigorous drills and exercises. Instructors/observers evaluate the unit's ability to carry out its assigned missions, with emphasis on wartime mobilization.

During RELIANCE's refresher training, however, the mobilization ability of the Ready Reserve was also put to the test. The reservists' excellent performance proved that the Ready Reserve can indeed meet the challenge of mobilization.

The reservists assigned to RELIANCE were on board for two week Active Duty for Training, or in the RK or RL programs. They participated in all phases of the training, filling personnel shortages to bring the ship's company to full compliment. Some reservists found themselves working "out of rating," such as MK1 J. E.

Revell, who was stationed in the ship's Combat Information Center. Even this didn't dampen the reservists' spirits; they performed in an exemplary manner, regardless of assignment.

Reservists on board RELIANCE for ADT were: MK1 J. E. Revell and MK1 R. E. Smith, First District; MK2 G. A. Henn, BM3 K. J. Boyd and SN W. T. Gunn, Second District; MK3 R. C. David, Third District; BM3 P. E. Lewis and BM3 J. A. Ludwig, Fifth District; EM2 R. C. LeFebure and BM3 C. H. Womack, Seventh District; and EM3 W. H. Haefner and BM3 W. Niefner, Ninth District.

One RL, SA J. S. Einarsson, was also assigned to RELIANCE. RK's aboard were SN R. J. Carney, SA M. T. Hagen, SA D. K. Demoranville, SA S. Taylor, and FN R. A. Diersch.

As a symbol of her excellent refresher training performance, RELIANCE will sport large red and black E's painted on her bridgewings and mainmast. Credit goes to the reservists and regular crew who worked together to demonstrate that the "one Coast Guard" concept can really work.

## Pterodactyls

A group of retired Coast Guard aviators, both regular and Reserve, is forming the Ancient Order of the Pterodactyl, an organization of former Coast Guard aviators and aviation pilots. There have been less than 2,000 Coast Guard pilots since the start of Coast Guard aviation. This has created a feeling of comradeship that former Coast Guard aviators would like to re-awaken.

A dinner is proposed, to be held at the Long Beach Navy Officers Club, Allen Center, in late Fall 1977. Its location may limit it to those in the southern California area, but possibly other groups can get together in their own areas.

For further information, write Andy Wall, CAPT, USCG(Ret), 1811 South Patton Ave., San Pedro, CA. 90732.

## uniform deadline extended

The phase-in deadline for the new women's uniform has been extended from 1 October 1977 to 1 February 1978, the Office of Personnel announced. There have been unforeseen difficulties in supplying certain sizes. Backorders have been placed to cover the extraordinary demand. Every effort is being made to obtain and issue all uniform items.

Women who now have the new uniform in issued (or required) quantity should start wearing it on or before 1 October 1977. Women who do not have all parts of the new uniform may wear the old uniform until their new uniform is complete. All women can expect to have the complete new uniform by 1 February 1978.

## CPO, CWO evals

Chief Petty Officer and Warrant Officer candidates: there have been some changes in ADT evaluation requirements that you should be aware of. ADT evaluations are effective for 36 months instead of 24, starting with the 1978 examinations. However, the Administrative Manual for Coast Guard Reserve (CG-296) did not explain whether a CPO and a CWO evaluation could be accomplished in the same period of ADT. The new Amendment 41 to CG-296 will prohibit CPO and CWO evaluations from being done in the same ADT period. It is felt that, in the majority of cases, the responsibilities of a CPO and a CWO are different enough that they can not both be performed in a single period of ADT. Keep a watch on the examination schedule to make sure that you have an up-to-date evaluation on file.



*RADM Olin Lively, USCGR, and CAPT Paul Meyer, CO of TRACEN Alameda, congratulate a graduate.*

# RK Company is "Bull of the Run"

The concrete buildings of the Coast Guard Training Center at Government Island form a squat profile against the darkening sky.

Tonight is the last of 63 nights of basic training. Graduation exercises the next day will release the young men to their assignments on cutters, at shore units, or at schools.

Some of the graduates, members of Recruit Company Bravo-114, will go home to complete their senior year of high school. These are the RK recruits, under a special enrollment program for the Coast Guard Reserve.

The 65 regular and Reserve recruits graduating from Bravo-114 are elated for more than one reason. In four and a half years, theirs is the first company to succeed in earning the coveted title of "Bull of the Run."

"Bull of the Run" means a lot of work to the recruits of Bravo-114. It means that Bravo-114 won Individual Military Drill competition during four of their five competitive weeks, a Training Center record. It means that they scored a total average of 3.97 on a scale of 4.0 in academics

to set another Training Center record. It means that they made "Honor Company" for three weeks during the most intensive training, and did it even though almost half of the members are but 17-year-old RK high schoolers.

"Bull of the Run" means a lot

*Company Commander BM1 Carl Tomaro explains care of the uniform in an informal classroom setting.*



of little things, too. It means that they managed to keep every locker secured. Every shoe was spit-shined. Every bunk was made up with hospital corners. It means that members of Bravo-114 took a lot of pride in the Coast Guard and in themselves.

## REMARKABLE HONOR

"That's what's so remarkable about this," Company Commander Boatswain's Mate First Class Carl Tomaro said. "It's not that we treat the Reserve recruits any different from the regulars. No way. But the RKs are generally a year and a half younger than the rest of the men, and frankly... maturity makes a difference."

"I've seen a lot of companies make 'Cock of the Walk'--honors for two weeks--in my year at the Training Center," Tomaro said. "But 'Bull of the Run' is different. It would be like comparing two pairs with a full house. It just doesn't happen that often."

To become "Bull of the Run" a company must make honors (3.6 on a 4.0 scale) for three out of five weeks of competition. They must also be the top honor company for the last two of those weeks, should another company make honors as well. The grading includes barracks inspection, military drill, academics, and general deport-

ment.

Once a company has rated honors for a week, it earns the right to a 12-hour weekend liberty. But in the case of Bravo-114, the men voted to stay on base and concentrate on making honor company again. They succeeded; they were "Cock of the Walk." They succeeded again, and became the first "Bull of the Run" company since 1973.

"We put a lot of strain on them for five weeks," Tomaro said. "It's a deliberate physical and mental tension. We want them to think under pressure, the way a man on board a ship has to function.

"For some of the recruits, it's the first time they've been away from home, even for one night. Sure they're nervous. Sure they're scared. And their average age is only 18.8 years. That's why maturity counts."

#### INCENTIVE SYSTEM

"They have to earn the right to everything around here," Tomaro said. "That's one of the training motivators. But it's really more complex than that.

"I think it's the potential of the men in each company that matters more than anything. I think that with this company, any commander could have seen them through to 'Bull of the Run.'

"But of course, everything has to be just right. The chemistry has to be perfect."



*Two recruits, Marvin Haerberlin of Richland WA, and Jose Morcorro of El Paso, TX, keep their shoes looking sharp.*

The command, as well as the recruits at Government Island, take these honors quite seriously.

"Who can say what makes for good training? All I know is, incentives help a company to reach whatever goals the commander thinks are within its reach," Tomaro said.

Training at Government Island includes seamanship, military drill, boat handling, fire-fighting, damage control, first aid, and military justice. Four hours a day are spent in the classroom. Another four are

spent on exercises to learn a manual skill such as knot tying, doing physical exercises or marching.

"We have a tough training course," Tomaro said, "but in the end we feel we're turning out the kind of men who will be able to function on board a ship or who will be prepared for mobilization.

"We're turning out men who have the best kind of training the Coast Guard can offer.

"And that's the whole point, isn't it?"

MONTGOMERY, ALABAMA - PSCM EDWARD J. KIRSCH RECEIVES OUTSTANDING RESERVIST AWARD. The state of Alabama presents annual awards to outstanding members of the Armed Forces serving in Alabama.

Governor George C. Wallace presents the U. S. Coast Guard award to PSCM Edward J. Kirsch of Coast Guard Reserve Unit Mobile, AL.

Pictured left to right are: Front - Governor George C. Wallace; Rear - CDR J. L. Haas, Chief Reserve Division, 8th Coast Guard District; CDR LeRoy Reid, Commanding Officer, Reserve Unit, Mobile; PSCM Edward J. Kirsch; Mrs. Edward Kirsch.



# Office of Reserve awards

CDR Lawrence Foley, USCGR, CDR Robert Matt, USCGR and LCDR Roger Pike, USCGR were awarded the Coast Guard Commendation Medal on September 7 for meritorious service performed at Headquarters in the Office of Reserve.

CDR Foley, now Chief, Reserve Division, Second District, was cited for outstanding administrative capability while serving as Assistant Chief, Administration Division. He served during a transition period which involved a major reorganization to accommodate changes to the new Reserve Personnel Management Information System (RPMIS) and the establishment of a Microfiche Reserve Records System. CDR Matt was cited for his role as project group leader in the development of RPMIS. When fully implemented, RPMIS will have far-reaching beneficial impact on the management of the Reserve program. LCDR Pike was cited for his exceptional achievements while serving as Chief, Plans Branch, in developing the Organizational Study of the Selected Reserve and the Program Plan for the Coast Guard Reserve Forces.

Receiving Coast Guard Achievement Medals on the

same date for their contributions to the Reserve program were LCDR Robert Cozzolino, USCGR, Chief, Budget Branch, for his work in Reserve budgeting; LT Ronald Hindman, USCGR, Plans Branch, who participated in the Selected Reserve Organizational Study and other program planning activities; LTJG Richard Johnson, USCGR (now on inactive duty) for his initiative and competence in developing technical modifications to the Reserve payroll system; and CWO2 Virgil Mathewson, USCG, Data Control Assistant, for leadership in the development and implementation of RPMIS administrative procedures.

CWO Mathewson headed up a smooth-functioning team of seven enlisted personnel who received Letters of Commendation for their impressive achievements in maintaining a dual personnel accounting system, revising the data base and reducing Reserve payroll and point errors from about ten percent to a near-zero level within a twelve-month period. The team members who received Commendation Letters were YN1 Cephus Sutton, USCG; YN2 Donna Redman, USCG; YN2 Timothy Rourke, USCG; SK3



Stafford Brady, USCG; YN3 Leonard Simmons, USCG; YN3 Antionette Ducassoux, USCG and YN3 Gary Mayer, USCG.

These dedicated personnel are but a few examples of Regulars and reservists working as "one Coast Guard" for the benefit of the Reserve program. Their dedication to the mission of the Coast Guard's Reserve Forces serves not only as a measure of their individual excellence, but represents the image of Regulars and reservists throughout the Service.

## Qual codes

The use of qualification codes for reservists is being expanded. Commandant Notice 1571 of 5 October 1977 lists qualification codes that can now be part of the record of qualified reservists. Qualification codes supplement the enlisted rating structure by noting special skills and knowledge that require a more specific identification than is provided by rates and ratings. The availability of these codes in the Reserve Personnel Management Information System (RPMIS) will allow training and mobilization planners to match needed skills to the reservists who possess them, and plan specific training programs to teach skills which are needed.

All the codes, and the requirements for assignment of each, are contained in the Enlisted Qualifications Manual, which should be available at your unit or augmentation site.

DD FORM 1380-100 USCGR



*Oh, I really didn't have anything planned this weekend...except I'm missing a real exciting football game right now.*

# RADM Wood on Reserve

RADM Raymond H. Wood, Chief of the Office of Public and International Affairs, was the featured speaker for ADT graduation ceremonies at Reserve Training Center Yorktown, August 12.

RADM Wood is a long time supporter and member of the Reserve Officers Association. His remarks included the following assessment of the role of the Coast Guard Reserve in public and international affairs:

"I've been Chief of the Office of Public and International Affairs since June. In that short time, I've come to realize that Reserve activities are not only domestic, but international in scope. For example, one of our reserve officers, CDR Donald Kneip, spent January through March of this year as a Coast Guard advisor in Saudi Arabia. CDR Kneip shared his expertise in Port Security with the Saudi Arabian Coast Guard, helping them tailor their Coast Guard Port Security program to their special needs.

"There are more than 110 reservists whose specialty is public affairs. Their energies must be directed toward telling the Coast Guard story and emphasizing your role in meeting the demands of its multitemission

posture. Active and reserve leadership must be sensitive to such needs by promoting media and community initiatives which will inform the public and influence its opinion, thereby gaining support for the Coast Guard and its Reserve program.

"In the final analysis, however, the limited public affairs resources, both active and reserve, cannot accomplish this task alone. For this effort to be successful you must each become an 'Ambassador' for our service—a citizen humanitarian, if you will, who believes strongly in what you, your unit and the Coast Guard is doing. In this way we will remain effective in the eyes of the public and worth the cost.

"I hope I have reinforced the importance of your training and left little doubt in your mind that there will be a continued reliance upon the Reserve to fill international and domestic needs of the Coast Guard. The Reserve and active Coast Guard represents a high level of professionalism. In the eyes of the American people as well as those of the world, there is 'one Coast Guard' and you, as Coast Guard Reservists, are very much part of it."

## Reservists get port safety training

Three officers and four enlisted reservists received specialized training in port safety and pollution control this summer at Marine Safety Office, Charleston, S. C.

Under the leadership of LTJG W. D. Chappell, the regular Coast Guard personnel attached to MSO Charleston developed an intensive two-week training program for reservists. This training was designed to qualify the reservists to relieve the regular duty sections on weekends throughout the year.

Classroom sessions and on-the-job experience occupied the first week of training. During the second week, the reservists took over the operation of the Port Safety Section of the Marine Safety Office. Reservists conducted all boardings of freighters, tankers and tank

barges. They checked the handling of dangerous cargo for compliance with Federal regulations. Reservists also monitored transfer operations in the port to prevent the possibility of a spill.

CAPT Vincent J. Mitchell, Captain of the Port, Charleston, originated the training program, giving a vote of confidence to the Coast Guard Reserve. Said CAPT Mitchell: "This type of on-the-job training, with reservists working alongside their regular counterparts, provides excellent training for the reservists, as well as extra manpower for our overworked regular personnel. In Charleston, we rely heavily on the reservists for weekend support of our many operational duties. Here we believe in the 'one Coast Guard' concept."

## Reserve recruiters 'finest'

In what is termed "a Coast Guard first," the Coast Guard recruiting office in Salt Lake City has been taken over by Salt Lake City Reserve recruiters.

The office, which was closed July 1 in an economy move, is now open every Saturday.

"We are recruiting at the same level the Regulars were," said YNC Ed Scoffield, officer in charge. "We're very excited about our augmentation role." YNC Scoffield is one of five recruiters in the office who process paperwork, give examinations and order physicals for Coast Guard enlistees.

"Salt Lake City has one of the finest functional Reserve recruiting staffs I've ever worked with," said MKC George Jamison, Sacramento area recruiting supervisor. "Everything the Regulars were doing before is now done by the reservists, and they are doing an admirable job."

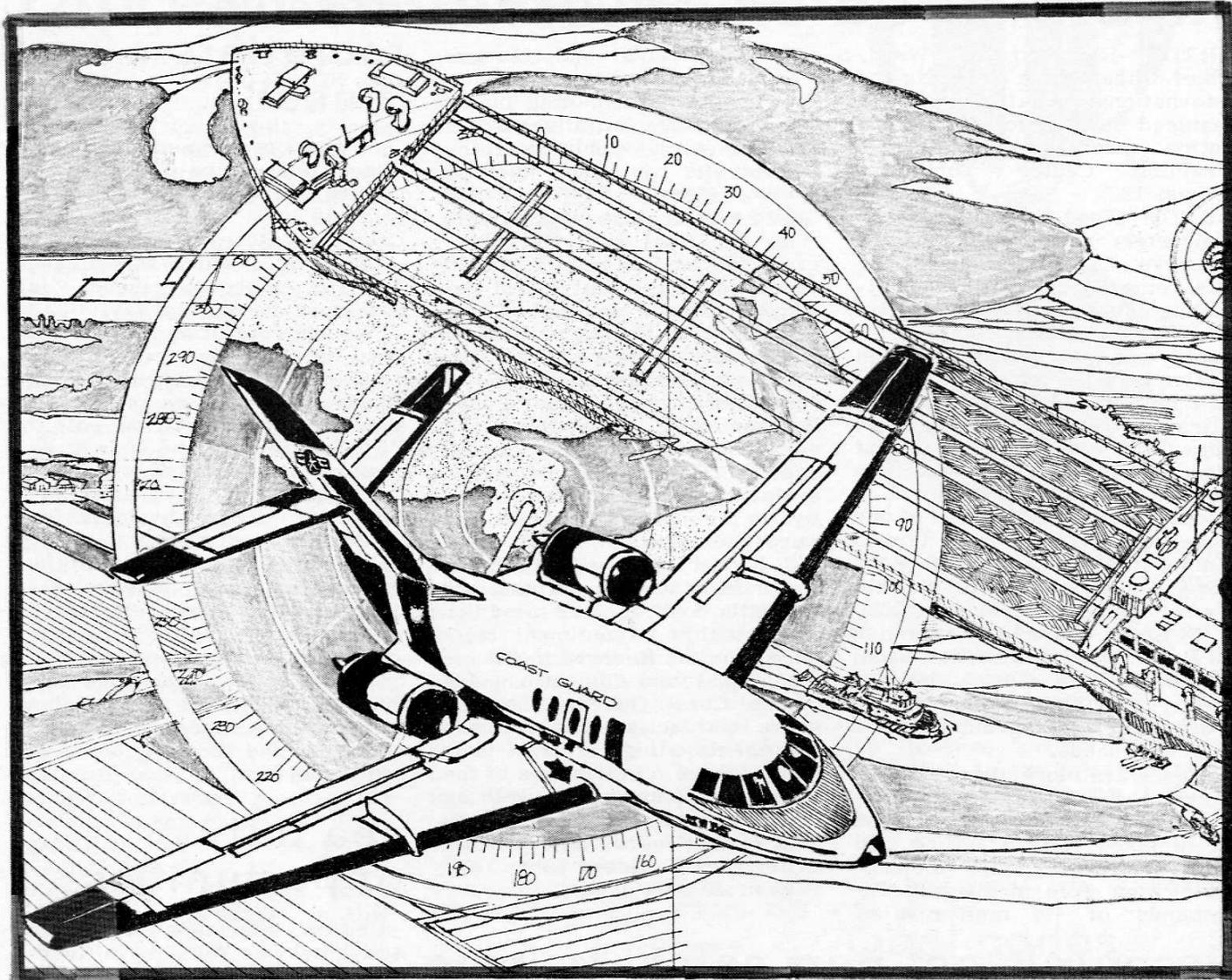
## sea duty opportunities

Critical shortages exist in the active service for petty officers in the following rates: EM2, EM1, MK2, MK1, DC2, DC1, ETN2, ETN1, MST2, MST1, QM1 and ET2. Qualified Ready Reservists with prior active service in the Navy or Coast Guard are solicited to apply for extended active duty for a period of not less than two years. Reservists in pay grades E-7 and above must voluntarily request reduction to pay grade E-6 in order to be accepted. In no case will a pay grade higher than E-6 be authorized.

Selectees can anticipate assignment to sea duty upon recall to extended active duty.

Reservists must extend their enlistment as may be necessary to ensure sufficient obligated service for the period of extended active duty for which they are volunteering.

Amplifying details and application procedures are contained in COMDTINST 1141.2C.



Artwork by PA2 Don McGibbon, USCGR

# THE MRS JET

a  
new era  
in  
coast guard  
aviation

BY: BILL HAMLIN

## HU-25 Specifications

Length	56 ft. 3 in.
Wingspan	53 ft. 6 in.
Height	17 ft. 5 in.
Operating weight empty	18,705 lb.
Payload weight	985 lb.
Fuel weight	9,910 lb.
Maximum takeoff weight	30,500 lb.
Maximum cruise speed	469 kt.
Maximum range (full fuel & payload)	2,170 naut. mi.
Takeoff distance (sea level)	4,100 ft.
Landing distance (sea level, 27,320 lb)	2,460 ft.

The Coast Guard has awarded a multi-million dollar contract for 41 medium range surveillance (MRS) aircraft to Falcon Jet Corporation.

The new jets, designated HU-25A's, will replace the aging fleet of Coast Guard HU-16 "Albatross" aircraft. Their primary duties will be search and rescue, pollution surveillance, and law enforcement patrol of U. S. territorial waters and the new 200 mile Fishery Conservation Zone. Each new MRS will be capable of carrying an oil pollution detection sensor system to aid in locating and identifying marine polluters.

The airframe components, manufactured in France, will be airlifted to the United States for assembly and modification at the Falcon Jet facility in Little Rock, Arkansas. The new MRS aircraft will be fitted with fuel efficient medium by-pass fan jet engines manufactured by Garrett AiResearch. A sophisticated avionics package by Collins Radio will provide the MRS with the latest in communication and navigation equip-

ment.

The need for a new MRS aircraft has been evident for several years. By 1971, the HU-16's, which were then 20 to 25 years old, had neared the end of their life cycle. Since April 1972, the U-16 aircraft have been phased out at the rate of seven per year due to corrosion, fatigue of the main wing spar, and general obsolescence. By Fiscal Year 1979 there will be no HU-16's in the Coast Guard inventory.

The remaining HU-16's are not able to keep up with the large MRS mission demand. Other Coast Guard aircraft, such as the C-130 and the H-3 and H-52 helicopters, are being called on to handle some of the medium range search missions previously handled by the HU-16's. The Coast Guard has also reactivated several C-131's retired by the Air Force. These planes will be operated until the new MRS aircraft are available.

Plans for an HU-16 replacement first got off the ground in 1971, when the Coast Guard Aircraft Characteristics Board

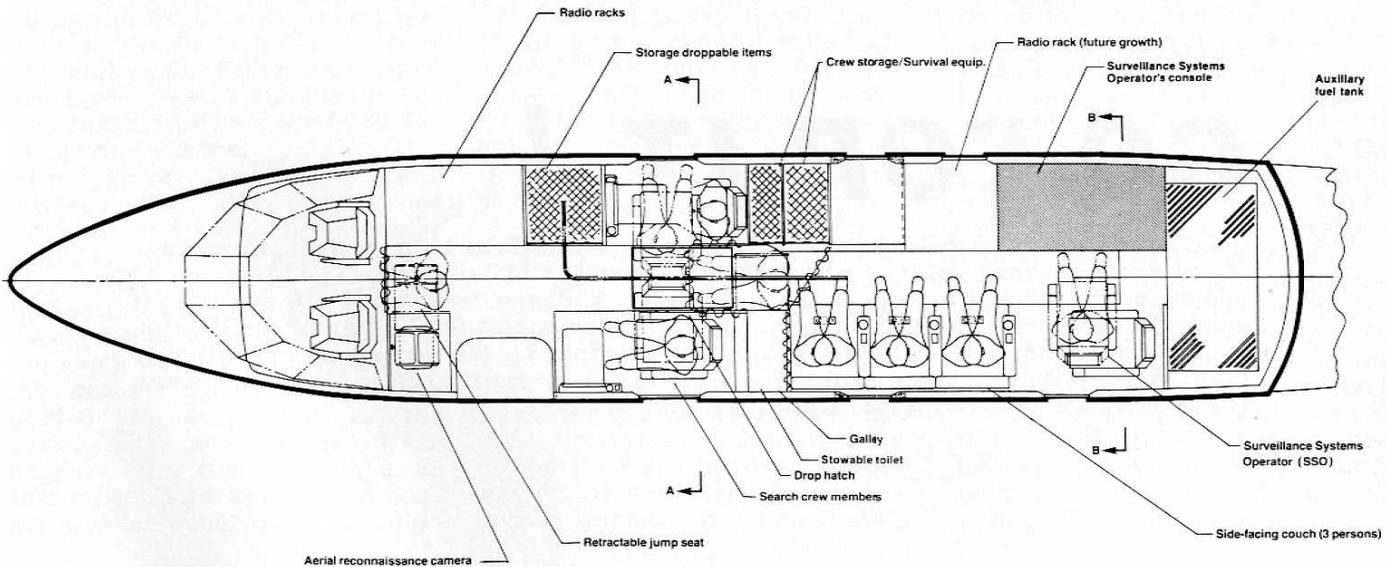
met to outline the general requirements for a new MRS aircraft. After reviewing the Board's report, the Coast Guard decided to evaluate the ability of available aircraft to meet the standards proposed through a series of trials with a leased turbo-jet (Israeli-Westwind) and a turbo fan-jet (Cessna Citation).

From April to August 1973 the Coast Guard collected test data from the two leased aircraft. Evaluation of the data determined that the proposed MRS aircraft should have a multi-engine fan jet configuration.

The new HU-25A MRS aircraft will be a derivative of the Falcon 20G business jet manufactured by the Falcon Jet Corporation. It will be designed to accommodate eight persons: two pilots, one surveillance system operator and two search crew members, plus three additional passengers in sidefacing seats. The normal SAR crew will consist of five members. Internal cockpit/cabin space will be about 700 cubic feet.

The \$205 million Coast Guard contract includes initial pilot training, certain replacement parts, and contractor maintenance warranties for the aircraft and subsystems.

With the signing of the contract a new era in Coast Guard aviation began. The present schedule calls for the first disassembled HU-25A to arrive in Little Rock in the latter part of 1978, with delivery of the first complete aircraft to the Coast Guard in July 1979. Subsequent deliveries are scheduled at a rate of one aircraft per month.





*LT William Racicot takes on the NATO obstacle course.*

# **GO FOR IT !**

Next year the CIOR military athletic competitions will be held in West Germany. If you are a Reserve officer who can run five miles in less than 32 1/2 minutes, and swim 50 meters in less than 36 seconds, and are free for 4 - 6 weeks next summer, you are eligible to apply. All that's required is a letter of application sent to Commandant (G-RT) via the chain of command. We'll respond immediately with the details. There will be a Commandant Notice released next month (COMDTNOTE 1710) with more information. Watch for it.

# Rescue At Sea

Heroic but seldom publicized deeds are performed by Coast Guard search and rescue personnel. Though most of their tasks are routine, the unequaled possibility of saving a life keeps the rescuers going.

The Coast Guardsmen involved in the following successful rescue are deceptively matter-of-fact, but the importance of their mission is undeniable.

The flight crew, from Air Station San Diego, were: LT V. M. Primeaux, Aircraft Commander; LT E. J. Williams, Copilot; AEL M. J. Garsow, Avionicsman; AM2 M. P. Chapman, Flight Mechanic.

The article is reprinted from On Scene, The National Maritime SAR Review.

LT Primeaux narrates:

"We were awakened about 0215 hours, 11 Sept. 1976, by the Senior Duty Officer, Lt. Peter Hoffman, to launch the ready helicopter for an aircraft which had been reported offshore and running dangerously low on fuel. While our helo was being towed out of the hangar we were advised that the Cessna had in fact ditched and the persons onboard were unaccounted for. We became airborne at 0226 hours with the super-high intensity "Night Sun" searchlight attached to aid in our search of debris and persons in the water. The weather on takeoff from our ramp adjacent to the southeastern corner of Lindbergh Field was about 700 ft overcast, light rain and 3 miles visibility, wind 180 degrees at 15 knots.

On takeoff Lindbergh tower advised that the Cessna had ditched and last known radar position was on the ILS localizer front course at GATO Intersection where the aircraft was tracked momentarily turning south as it disappeared from the scope. The pilot had reported fuel starvation to the tower just as he went off the scope. The tower advised us that they would keep us in constant radar coverage if possible

so we did not come up RATCC (Radar Traffic Control Center) Miramar frequencies at any time during our search.

Just as we crossed over the shoreline we set up to fly the localizer outbound but we were forced to go down to 200 feet to 300 feet because of the lowered ceiling offshore. We set up this low altitude search in the immediate area around GATO Intersection after flying out the localizer until the 8 mile DME (Distance Measuring Equipment).

We sighted no debris whatsoever in the GATO area and no oil slicks of any kind. Around 0300 hours the weather began a rapid improvement offshore although it remained as before over the inland and beach areas. The ceiling lifted to 1000 feet broken to overcast, visibility 15 miles and winds 180 degrees at 10 knots with a generally confused sea at 3 to 4 foot wave height.

It was at this time that a planned search pattern was set up with the assistance of the Coast Guard Cutter Pt. Bower arriving on scene. She began a concentrated search around GATO and we began a north-south search pattern creeping westward at 200 feet altitude using all available exterior lighting. Our search legs extended from just north of a line running thru the NEL Tower offshore south to the tip of Pt. Loma. We extended our search legs this far north as a built in safety factor and as far south as we did since the Cessna had apparently turned south into the wind for her ditching maneuver at 2000 feet and would have probably glided some distance.

On one leg just south of the localizer and about 3 miles offshore, the copilot ordered a smoke float dropped to mark what he had thought was some debris sighted in the water. However, an intensive search of the area revealed nothing.

## THE FIRST SURVIVOR

Soon thereafter, on a southbound leg on the very northern edge of our search area the copilot sighted what he believed was a man in the water pass into the illumination of the Night Sun searchlight and he shouted "man waving his arms from the water, drop a smoke." We immediately

did a 360 degree turn and came into a hover near the smoke float in approximately 32-46.0N, 117-17.5W. We scanned the area with the nose search light and saw a man wildly waving his arms at us. We landed in the water with our rescue platform out the door, water taxied to the man (the pilot of the Cessna) and the crewmen brought him into the cabin at 0334 hours.

Once inside the cabin we wrapped him in blankets and turned on the cabin heater and found him to be in fairly good condition and had him talk with us on the intercom. He said that he had simply run out of gas and ditched the aircraft. He said that the Cessna stayed afloat for only one minute and he and the two passengers evacuated the aircraft with no apparent injuries but that they had no floatation equipment whatsoever or signalling gear. He said that his girl friend drowned after he could no longer help her stay afloat and that the male passenger, a good friend, had begun to swim to shore. He stated that he felt in good enough condition to let us stay on scene and continue the search for his buddy.

## THE SECOND SURVIVOR

We dropped a 45 minute smoke float in this position and radioed to the Pt. Bower to move over to it and concentrate her search in that immediate area for the other survivor. We used the helo to make a hover search to the shoreline along the NEL Tower pilings and the beach/surf line to help find the male passenger. While returning to the position of the Pt. Bower she radioed us to stand off and keep our rotor noise out of the area because she had heard a man calling out for help somewhere near the smoke float position.

A short while later the Pt. Bower radioed that they had the missing man in her search light, about 300 yards east of the smoke float, and were throwing lighted life rings to him. At 0405 hours we landed in the water next to the survivor, brought him on board and wrapped him in blankets on the return trip to the Coast Guard Air Station. We landed there at 0412 hours and transferred the two survivors to an awaiting ambulance which brought the two men to University Hospital.

# Take advantage of Space 'A' flights!

Most reservists are aware that Regular Coast Guardsmen can take advantage of "hops" on military aircraft, but how many reservists are aware that they, too, may take advantage of these flight opportunities?

The policy for "space available" transportation on Department of Defense owned aircraft is set forth in Chapter 4 of DOD Instruction 4515 13-R (CI) 15 March 1976. It states that reservists, in uniform, with a current ID card and DD Form 1853 which authenticates that they are actively participating reservists, may be permitted space available transportation on military aircraft. Such reservists are eligible for space "A" hops to anywhere within the continental United States and to any U. S. possession overseas

(Alaska, Hawaii, Puerto Rico, Virgin Islands).

These flights are also available to Coast Guard reservists who have received official notification of retirement eligibility, but have not yet reached the mandatory retirement age of 60. They will be required to present their current ID card and a notice of retirement eligibility ("Notification of Eligibility for Retired Pay for Members of Reserve Components"). These reservists are not required to wear the uniform.

All reservists are "Category 4" passengers, which makes them appear low on the list, but in most cases this category has little effect since there is often an abundance of seats.

You must keep in mind that there are no guarantees

with space "A" flights. You may be able to go to a certain place and find no space available for returning, or you may be half way to your destination and be "bumped" by a higher priority passenger or cargo. In addition, there are some aircraft on which reservists may not fly. These are the "industrially funded" aircraft. Most Air Force MAC flights are so designated.

Information about regularly scheduled flights may be obtained from the passenger terminal at most Air Force or Naval Air Stations. Another good source is your fellow reservist in the Air Force Reserve or Naval Air Reserve.

So get your DD 1853, pack your bags and enjoy another Coast Guard Reserve benefit.

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## October 24



By Rose Destefano

"Honoring America's Veterans" is the theme of this year's Veterans Day which is observed on Oct. 24. As in past years, this national holiday pays tribute to the millions of Americans who have served in our Nation's Armed Forces, during war and peace, throughout our country's history.

The observance of Veterans Day is currently set by law for the fourth Monday in October, but legislation enacted in 1975 requires that in 1978 this Federal holiday honoring America's veterans will revert to the previously-observed Armistice Day on Nov. 11. Public opinion influenced the Congressional action (PL 94-97) for returning to a Nov. 11 observance, since many people felt that the Nov. 11 date held important national and international significance.

In the early 1920s, memorial services for the World War I military dead took place on Nov. 11 in America and in Europe, thereby giving wide recognition to the celebrated ending of World War I hostilities at 11 a.m. on Nov. 11, 1918 (the 11th hour of the 11th day of the 11th month), following the signing of an armistice earlier that day. Thus, Nov. 11 became known as "Armistice Day."

If the idealistic hope that World War I was "The War To End All Wars" had been realized, the day might still be called Armistice Day. However, the holiday had been

# Honoring America's Veterans

celebrated for only a few years when World War II broke out in Europe and shattered the dream. Sixteen and one-half thousand Americans took part; 406 thousand died.

To honor those Americans who served in World War II, and in all previous wars, a bill was signed by President Dwight Eisenhower in 1954 changing the name of Armistice Day to Veterans Day, making the day an occasion for remembering all military men and women who have served in the U.S. Armed Forces.

The focal point of ceremonies conducted on Veterans Day continues to be at the Arlington Memorial Amphitheater built around the Tomb of the Unknown Soldier at Arlington National Cemetery just outside Washington, D.C. At 11 a.m. on that day, a combined color guard representing all the Military Services presents arms at the Tomb of the Unknown Soldier, followed by the laying of a Presidential wreath which symbolizes the national tribute of all the American people.

Veterans Day 1977 is a time for reflection, a time for recalling the service and sacrifice of America's 44 million war veterans, living and dead. It is also a time for paying tribute to the dedicated service of the two million men and women in today's Armed Forces who currently insure America's national security.

**MOBILIZATION PRIORITY AND COMPOSITION OF THE COAST GUARD RESERVE**

**PRIORITY FOR MOBILIZATION**  
(and peacetime disasters)

The Selected Reserve has highest priority for funds for training and equipment. Members are pre-ordered to fill highest priority billets and required to report within three days following a directed mobilization.

Most members of the IRR are needed to fill the remaining early response mobilization billets not filled by the Selected Reserve. Members are pre-ordered to fill these billets and required to report within 30 days following a directed mobilization.

Members of the Standby Reserve may be activated by the Secretary in time of war or national emergency declared by the Congress, provided that each member is determined to be available for active duty by the director, Selective Service System.

Members in the ISL and Retired Reserve may be activated in time of war or national emergency declared by Congress if sufficient numbers of Reserves in an active status are not available.

The Secretary concerned may order to active duty without the consent of the member:  
 -- In time of war or national emergency declared by Congress, all Reservists -- Ready Reserves first.  
 -- In time of national emergency declared by the President, not more than 1 million Ready Reserves for up to 24 months.

**EXTENDED ACTIVE DUTY** - Reservists serving on full time active duty.

**SELECTED RESERVE** - Reservists serving in a paid training status, specifically those assigned to Reserve units or groups with pay authorized and those undergoing initial active duty for training.

**INDIVIDUAL READY RESERVE (IRR)** - Reservists requiring no further training and those continuing training voluntarily in a non-paid status -- includes those assigned to:

- ACTIVE STATUS POOL (ASP) - no training
- ADMIN. RES. UNIT (ARU) - no training
- CGRU, CGRESGRP, VTU, ISTU, NROS, etc. - - - - non-paid training

**ACTIVE STATUS** - Non-paid, no training required, but can participate voluntarily in training to earn retirement points -- eligible for consideration for promotion.

**INACTIVE STATUS (ISL)** - Non-paid, cannot earn retirement points or be promoted -- officers only.

**RETIRED WITH PAY (RET-1)** - After 20 or + years active duty or 20 or + years combined active duty and satisfactory inactive duty and attainment of age 60.  
**RETIRED WITHOUT PAY (RET-2)** Qualified to receive retired pay but awaiting attainment of age 60.  
**RETIRED, NOT QUALIFIED TO RECEIVE RETIRED PAY (RET-3)** "honorary" retirement based on wartime/emergency service and/or other service & age requirements.

-- Other than during declared war or national emergency, when authorized by the President to augment active forces for any operational mission (not including serious natural or manmade disasters), not more than 50,000 Selected Reserves for not more than 90 days.  
 -- During serious natural or manmade disasters, with approval of the President for emergency augmentation of the Regular CG, an unlimited number of CG Ready Reserves for not more than 14 or 30 days during any 4 or 12 month period, respectively.

Not normally included in Reserve strength totals since these members are already filling active service billets.

Can participate in training, earn retirement points, and are eligible for consideration for promotion. All except members of the Standby Reserve, Active Status, can be paid when authorized.

Cannot participate in training, cannot earn retirement points, and are not eligible for consideration for promotion.

R E S E R V E	A C T I V E
R E A D Y	I N A C T I V E
S T A N D B Y	S T A T U S
P R E T I R E D	S T A T U S

(G-R-1)

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