

Oregon Wing Emergency Services Newsletter Dec 07

Calling About ES Alerting Pages

ORWG uses several systems to page members for ES missions. A phone number for the individual that is handling the staffing for the mission. This individual is not always the IC but may be doing alerting, Air Operations, staffing or some other assignment. Different numbers for different types of staff requirements may also be provided such as one for air crews and one for ground crews.

Here are some reminders about answering pages and contacting the incident management team staff.

- If you are not available, it is not necessary for you to call the number on the page to tell the person that answers that you are not available. If you do not call that you are available, then you are assumed to not be available. Making these calls prevents available personnel from getting through and distracts the person doing staffing.
- If the page went out before about 11 pm, you should not be calling with your status between about 12 midnight and 6 am. We do realize that some of you get these pages with some delay. Try to see if there is a timestamp on your copy.
- We may not page after midnight but make phone calls instead. If we need crews for a first light launch, we need them to get sufficient rest. Waking up a crew at 2 am when they should get to sleep to 4 or 5 am is very disruptive. In situations with a late (or early) alerting, we may elect to not put out any pages until it is nominal time to wake up crews for an early launch. This will be up to the IC.

Self service updates of phone and contact information in WMU and eServices

We are still using both the WMU and eServices to manage ES information. This includes your contact information. For example, your phone number data in the WMU is automatically fed into the IMU. If your information is incorrect or missing in the WMU, it will not be correct (or there) in the IMU.

Both eServices and the WMU are self-service systems. You are responsible to make sure that your contact information has been entered and is correct. Please check and make sure that your information is there and that it is correct. If you change cell phone numbers or email addresses, it is really important that you go in and update these systems with your new data.

ALWAYS MONITOR 121.5

Just because we are on a mission and we believe that the target does not have a working ELT does not mean our aircraft and ground teams should not continue to monitor 121.5 for an ELT signal. Even if the target truly does not have an ELT does not prevent another ELT from being activated by accident or for an actual emergency. I have been on several incidents over the years where a second aircraft crashed and its ELT was working.

With the degradation in the SARSAT system, it is possible for an ELT to go undetected by SARSAT for several hours or more. However, it is very possible that one of our aircraft or ground units could pass through an area where the signal could be heard.

So remember, always monitor 121.5 when on a search mission. You never know what you might hear.

The Pause the Refreshes

On occasion, air crews will be authorized to pause a sortie to for a bio break or fuel. As a general rule, these pauses, unless pre-arranged, are not intended for the crew to take a lunch break. When not planned into the sortie, a pause takes valuable time away from the search. Grabbing a bag of chips or a candy bar between the flight line and the rest room is much different than ordering lunch. Air crews should always bring food with them and plan on not having a meal break until after their assignment is completed. A pause for a lunch break after the search assignment is completed but before returning to base can usually be arranged unless the aircraft is needed for another sortie.

Remember that our customer is generally expecting our aircraft to be on scene for the maximum possible time. So make those bio-breaks as short as possible.

Training on Actual Incidents

Training is a critical component of our ES program and it occurs not only on training missions but actual incidents as well. Training missions are specifically designed for training and, as such, accommodation is often made to facilitate member training. This can include delaying flight departures, extra effort to line up a slot for a trainee on a flight and routing a flight to pickup a crew member who needs a training flight.

However, on actual incidents, the prosecution of the incident is the goal and training is secondary. As such, training needs of members will be accommodated only in so far as any accommodation does not impact mission operations. For example, a sortie will not be delayed because a trainee wants to be the third member of the crew (and there is another third member available) but he/she can not make it to the airport as quickly as the other qualified member. Another example is rerouting a flight to pick up a trainee crew member so they can get their "last sortie" when a qualified and available crew member could be found and not delay the sortie from timely completion of its assignment.

Members in training are advised that, should the IC or a branch director deny your request for accommodation on an actual mission, that they are doing so because the mission has the priority.

Aircraft Position Reports

On occasion when aircrews are reporting their position to the incident radio operator they may get asked to retransmit a portion of their coordinates due to problems in copying them or radio interference. It is generally expected by the radio operator that the air crew member making the report has written down the coordinates before transmitting them, as opposed to just reading them off of the GPS into the radio. So, when the air crew member has just read the numbers from the GPS, when asked to retransmit, he/she will give a different set of numbers as the aircraft's position has changed. This can really confuse a radio operator when they are expecting to correct some information they wrote down and, instead, get different numbers.

So, aircrew members tasked with making position reports, be sure to write down your position coordinates before sending them over the radio. This goes for not only operations normal position reports but any time a position is being provided.

Entering ES Achievement Tasks into eServices

We have now completed our transition to eServices from the WMU for the management of ES qualifications. Known as "achievements", members and unit ES officers have the responsibility for maintaining task completion records in eServices. As you may remember, for every ES achievement, there is a set of tasks that must be completed in order to become qualified and be awarded the ES achievement.

Tasks are broken up in to three groups:

- Prerequisites – member must accomplish these tasks before "opening" a SQTR – beginning training for the achievement. These tasks usually are age and previous ES qualifications. The last task in this group is the unit commander's approval that the member has met the prerequisites.
- Familiarization and Preparation – Known as "Fam and Prep," these tasks must be completed before the member is authorized to receive advanced task training and participate as a trainee on actual or training missions. Fam and Prep tasks prepare the member to be able to take the advanced training for the achievement. The last task in this group is the unit commander's approval that the member has completed the Familiarization and Preparation tasks. Now the member is authorized to participate on actual and training missions in the qualification..
- Advanced – These tasks are where the specific skills needed for the achievement are taught to the member and where the member demonstrates their mastery of the skills. The last two tasks are mission participation tasks. These can be actual or training missions (funded or unfunded).

In order to be allowed to participate in actual and training missions, you must make sure that your task completion data is promptly entered into eServices. Authorization for mission participation is checked against the data in eServices and due to insurance and

legal liability issues, you WILL NOT be allowed to participate in a mission capacity for which eServices does not show that you are qualified.

Task completion data, including training mission participation data is NOT automatically entered into eServices for you. On occasion you may take a class where the instructor may offer to enter the task data for the students. However, never assume that this will be done automatically. Entering task completion data and obtaining the necessary approvals is very easy with eServices. Here are the steps.

1. Start up eServices (www.capnhq.gov) and log into the system. If you do not have a user ID, talk with your unit ES officer, personnel officer or commander.
2. Select the "My Operations Qualifications/National Reports" option from the left side of the eServices main menu. this will bring up the Operations Qualifications menu
3. Select the "Emergency Services tab" below the top to see the Emergency Services menu
4. Select the "SQTR Entry" tab
5. In the Achievement field, select the achievement for which you want to enter data.
6. The fields will change below to show the various tasks for that specific achievement
7. Enter the date, trainer's CAPID and mission numbers (where appropriate) in the proper fields.
8. Be sure to check the "Check to Save" boxes for each line you make an entry
9. Press the "Submit" button to submit your data
10. Your unit commander or unit ES officer will be asked to certify your data in eServices. It is a good idea to tell your unit commander and unit ES officer that you have entered task completion data.

You should also print out a copy of your updated SQTR for each of the achievements that you are working on and maintain a paper copy as a backup to a computer problem that could always occur.

When you finish all of the tasks for an achievement, you must then take action to request that you be advanced to qualified for that achievement. Again, this does not occur automatically. Further, if your unit commander does not feel that you are ready for advancement, he/she has the obligation to withhold their approval until you have demonstrated that you are ready for advancement.

Here is how you would make this request.

1. Start up eServices and log in
2. Select the "My Operations Qualifications/National Reports" option from the left side of the eServices main menu. this will bring up the Operations Qualifications menu
3. Select the "Emergency Services tab" below the top to see the Emergency Services menu

4. Select the "Single Person - Achievement" tab
5. Scroll down to the line for the ES achievement that you are requesting to be advanced from being a trainee.
6. Click on the "Edit" link at the right side of the page
7. You will see the fields change to data entry fields
8. Change the status to "Active" from "Training"
9. Enter the date in the appropriate field
10. Leave the source to "Paperwork"
11. Click the "Update" link on the line
12. Your unit commander or unit ES officer will be asked to approve your request in eServices. It is a good idea to tell you unit commander and unit ES officer that you have entered a request so that they will know to go look to review your task data and approve it if they feel that you are ready.
13. When appropriate, a unit approved request will be routed to the Wing level for approval by the Director of Emergency Services.

Use of Privately Owned Vehicles (POVs) for ES

Legal requirements and increased reporting has resurfaced some paperwork issues regarding vehicles that are used on SAREXs and actual incidents for ground and UDF teams.

1. All vehicles to be used for ground or UDF sorties must be approved, in advance, by the unit commander of the member's unit using the approval feature in the WMU. Instructions are reproduced below. The IMU checks for this approval and will not allow the use of an unapproved vehicle.
2. The starting and ending odometer or the total miles driven must be recorded in the CAPF 109 (Ground Team Clearance Form) for each vehicle (one vehicle for each CAPF 109). IC/Ground Branch Directors will be requesting this information during debriefing. The best thing to do is to get your starting mileage and advise your briefer before leaving or, when you go on the air, advise the IC of your starting mileage at that time. When you get back to your home base, note the ending mileage and advise your debriefer so that the information can be added to the CAPF 109.
3. It is not necessary to have your fueling information in order to debrief from an incident. Generally, you should fuel up before you get back to your home base and then you would have the information which you can then provide to the briefer. Otherwise, you should fuel up the next day. DO NOT WAIT as you may not be reimbursed if you delay more than a few days.

Unit Commander Vehicle Approval Process Using the WMU

CAPR 60-3 specifies that, in order to use a personally owned vehicle on an CAP ES mission, the use of that vehicle must be approved by his/her unit Commander and the member operating the vehicle must possess a valid drivers license. Use on an ES mission means that the vehicle is being used for UDF, Ground Team or other transportation requirements of the mission excluding transport to/from the mission

base and the members home, to/from an airport and the member's home to fly in a CAP aircraft or to/from a car pooling location and home where the member is going to leave his/her vehicle and ride with another member.

Vehicles owned/registered to another agency or organization (as opposed to the member) may not be used on CAP missions without specific approval. Such requests will be considered on a case by case basis.

In order to maintain compliance with this regulation, all ES personnel that intend to use their POV(s) on CAP ES missions are required to enter their vehicle information in the WMU (under POV Maintenance in the General Member Menu) and have their unit commander approve the entries.

Members that have not received approval for the use of their POV may not use their POV on a mission. Any members that use a POV that has not been authorized will not receive reimbursement for the use of the vehicle.

Members that desire to use their POV on ES missions must insure that they have been approved.

Unit Commanders that desire to renew or extend existing approvals should follow this procedure in the WMU:

1. Select the member to be renewed/extended
2. From either the Member or Unit Commander menu selection, select the "POV Maintenance" menu button.
3. Select the "Deny Approval" button which will remove current approval and should reload the page showing that the member is no longer approved.
4. Check the "Approved by Unit Commander" checkbox and then select the "Enter/Update" button.
5. The page should reload showing that the member has now been approved with a new expiration data.

Survival Vest

One of the great things about living in the Pacific Northwest is that you can play golf 365 days a year because the weather is so mild. The same goes for flying. Aside from the occasional fog and rain, flying in this part of the country is a "year round" activity. The winter months do, however, bring some challenges particularly with regard to survival in the event of the unthinkable. Many of the members are starting to wear survival vests as part of their flying gear. The vests are relatively easy to find on-line. As most of the vests come empty, the question becomes, just what do I put in this thing?

Here is a basic checklist of items. Over time, ask around and add and subtract items based on what you learn. This is just a place to get started.

- Compass

- Plastic Whistle
- Pocket Knife
- Fire Starter
- Soap
- Waterproof Matches
- A Second Fire Making Method (like flint and steel)
- Water Purification Tablets (or Iodine in a stopper)
- First Aid Kit
- Drinking Container
- Extra Eye Glasses (if you use glasses)
- Sunglasses
- Nylon Cord
- Razor Blades
- 2 Firesticks (used for kindling)
- Plastic Whistle
- Needle
- Candle
- Plastic Poncho
- Antiseptic Pads
- Small Soap (the kind from hotels)
- Water Bottle
- Thread
- Notepad and Pencil (for jotting down notes)
- Salt Packet
- Fish Hooks
- Safety Pins
- Fishing Line
- Compass (I recommend having 2 compasses)
- Sinkers
- Small Mirror (for signal, not to check hair and makeup)
- Chemical Lightstick (like the kind you use for halloween)
- Emergency Blanket (metallic and folds really small)
- Nylon Cord
- Sterile Gauze Pad
- Bandages of Various Size
- Elastic Patch (for tears and such)
- Small Bottle of Iodine (few drops for water purification, or can double as disinfectant)
- Snare Wire
- 12' Rope
- Trail Tape (mark where you were)
- Waterproof Matches in Waterproof Container
- Adhesive Strips
- Waterproof Pouch

- Compact Bag (to hold everything in.. mine is 8x12")

This may seem like a lot, but it doesn't take up much room.