

CELEBRATING 100 YEARS OF COAST GUARD AVIATION

A History of Coast Guard Aviation

By the US Coast Guard Aviation Association



Grumman JF-2 Duck - USCG Photo

Story by John "Bear" Moseley

The Early Years (1915-1938): It could be said the Coast Guard's introduction to aviation took place in 1903 when the surfmen from the Kill Devil Hill Life Boat Station of the U.S. Life saving Service provided the Wright Brothers with additional assistance during the pre-launch activities of that epic flight. Surfman J.T. Daniels took the only photograph of the historic flight. By act of Congress, the U.S. Life-Saving Service was merged with the Revenue Cutter Service to form the United States Coast Guard.

The Coast Guard came into being when President Woodrow Wilson signed into law the Act to create the Coast Guard on 28 January 1915. Coast Guard Aviation owes its beginnings to Second Lieutenant Norman B. Hall, Third Lieutenant Elmer F. Stone and their commanding officer Captain B. M. Chiswell. All felt strongly that

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disabled vessels and derelicts could be located more quickly from an airplane than from a relatively slow moving vessel. They approached the Curtiss Flying School at Newport News, Virginia, discussed their concept and made arrangements for a series of flights to evaluate the idea. The flights proved to be successful. Captain Chiswell set about selling headquarters on the idea and requested that consideration be given to sending Coast Guard officers to Naval Flight School. The Coast Guard Commandant E. P. Bertholf queried the U.S. Navy Department concerning this possibility. The Navy agreed and on the first day of April 1916 Lieutenant Elmer Stone received orders for flight training. Lt. Norman B. Hall was ordered to the Curtiss Aeroplane and Motor Company factory to study aircraft engineering.

The United States entered World War I on 6 April 1917 and the Coast Guard was transferred to the U.S. Navy. An additional eight Coast Guardsmen had obtained their wings by this time. The expansion of Naval Aviation was rapid during the war. Coast Guard officers with previous sea duty were soon assigned as commanding officers of major commands and Naval Air Stations (NAS). Lt. Sudgen became commanding officer of the NAS Ille Tudy, France. Lt. Eaton was commanding officer of the NAS Chatham, England. Lt. Donohue was commanding officer NAS Sydney, Nova Scotia. Lt. Parker was commanding officer of NAS Key West, Florida. Lt. Coffin became commanding officer of the enlisted training school at Pensacola, Florida.



Loening OL 5 seen on the water in 1926
USCG Photo

After the armistice ended the First World War in 1918, the Coast Guard was returned to the Treasury Department and opportunities for aviation duties were extremely limited. In the unsettled times following the war, Coast Guard Aviation was all but lost. Then an event occurred which brought hope to all. Three Navy flying boats, NC-1, -3 and -4, took off on a flight across the Atlantic to Europe in May 1919

to demonstrate the reliability and usefulness of large flying boats. Lt. Elmer Stone had continued to work with the Navy after the war at the Navy's request. He was assigned as pilot of the NC-4; the only one of the three flying boats to successfully complete the journey. The successful crossing of the Atlantic by NC-4 had far reaching effects on the development of naval aviation. Interest in aviation within the Coast Guard was again renewed.

The initial proposal for Coast Guard utilization of aircraft was to assist Coast Guard Cutters in searching for vessels in distress and locating derelicts and hazards to navigation in the open seas. In 1920 an air station was established at Morehead City, North Carolina, for evaluation purposes. The Air Station proved to be very effective but was closed after a year of operation due to lack of funds.



Navigator Express Masthead

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The manufacture, sale or import of intoxicating beverages was forbidden by the Eighteenth Amendment to the Constitution after 16 January 1920. The Coast Guard found itself enforcing federal anti-smuggling law on an unprecedented scale. During the mid-1920s rum running became so flagrant that surface craft were unable to cope with the illegal traffic. Early in 1925 Lt. Cmdr. C. C. Von Paulsen, with the assistance of the Coast Guard Commandant, obtained the loan of a Navy aircraft for a year. Operating at first from the Squantum Naval Air Station in Quincy, Massachusetts and then from Ten Pound Island in the harbor of Gloucester, Massachusetts, a schedule of daily patrols substantially reduced the rum running in that area. Impressed by the activity of the Air Station, Congress appropriated the funds for five aircraft. Three were placed at Ten Pound Island and two were placed at Cape May, New Jersey, establishing a second aviation unit.

Aircraft proved to be very effective during the Rum War. It was this conflict that gave permanence to Coast Guard Aviation. The seeds for today's Search and Rescue were planted at this time. Aircraft were able to patrol and search vast areas in much less time than a surface vessel could. In 1928 an aviation section was established at Coast Guard Headquarters under the command of Cmdr. Norman Hall. It drew up specifications for a multimission aircraft which could fly hundreds of miles, land in open and frequently uninviting seas and carry out a rescue. These were the General Aviation PJ "flying lifeboats."

Henry Morgenthau became Secretary of the Treasury in 1934. He was an aviation enthusiast and supported



Hall PH-3 Flying Boat

USCG Photo

its expansion within the Coast Guard. In the mid-1930s RD-4 Dolphins were added, Grumman JF-2s were purchased and Hall PH-2 flying boats came on board in 1938. The marriage of aircraft and ship first took place during this period. The 327-foot cutters embarked a Grumman JF-2 amphibian. In addition, the Secretary obtained Public Works Administration funds. By the end of 1938, Coast Guard Aviation consisted of 50 aircraft, 8 Air Stations and 1 Air Detachment. During the year 1938 there were 1,931 persons warned of impending danger; 335 vessels warned of impending danger; 266 persons in peril assisted; 125 medical cases, 10 of which were facilitated by landings in the open sea; 87 disabled vessels located; and 21 navigation obstructions located.

In 1939, the Second World War began in Europe. The United States started to prepare itself for that conflict and Coast Guard Aviation entered a new era. A more detailed narrative of the Beginning, Demise and Resurrection of Coast Guard Aviation in the period between the World Wars may be found at the following link: http://uscgaviationhistory.aoptero.org/Publications/Coast_Guard_Aviation_Begin_Demise_Ressurrection.pdf

The individual exploits and amazing performance of Coast Guard aviators is a subject so vast that it is beyond the capabilities of this project to effectively present them in the *Navigator Express*. The Ancient Order of Pterodactyl, as part of its commitment to the preservation and promulgation of Coast Guard aviation history, has developed an ongoing electronic repository website which addresses this subject as well as others. You are encouraged to view this information at this website: <http://uscgaviationhistory.aoptero.org/index.html>

Source: U.S. Coast Guard Aviation Association (Ancient Order of the Pterodactyl) Website (<http://uscgaviationhistory.aoptero.org>)

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Community Outreach

Story by Ben Pride

When attempting to craft a brand image for the Coast Guard Auxiliary, one often thinks of and relies upon the traditional four cornerstones, surface and air operations, public education, vessel examinations and fellowship, to find the elements that are universally understood and communicable.

For a number of years, I have witnessed the development of what may be considered a fifth cornerstone, one with enormous potential for generating goodwill and networking among various local community based organizations, namely the Division 14's Community Outreach Program. The tremendous energy and dedication of time and resources driving the development of this program can be said to be embodied in the indomitable spirit of one leading individual, Ms. Jane J. Pride, Division Staff Officer of Public Affairs of Division 14.

Ms. Pride joined the Auxiliary in 2004, and as my wife, was regaled with innumerable stories of past efforts centered around traditional public affairs events such holiday parades, boat shows, fleet week and county fair exhibits, etc., whereat copious amounts of literature was distributed to event participants, booth visitors and spectators.

To Jane however, there was something missing, and her natural affinity for children led to an explosive burst of effort aimed specifically and primarily at our nation's most precious resource, our communities' children. She saw instinctively that the effort that she conceived dovetailed perfectly into the Vessel Examination oriented "Kids Don't Float" Program, centered on children's personal floatation devices's (PFDs) and our Young Boaters public education endeavors.

Her primary tool is and has been the greatly enhanced coloring book entitled "Learn About the United States Coast Guard." We in the Auxiliary have had outreach programs dedicated to reaching children in the past. The most notable and perhaps most visible of these has been the appearance and use of "Coastie," the remotely operated wheeled patrol boat at various public affairs events. However, the children who were entertained by Coastie were mostly secondary targets of the boating safety message, as they had accompanied their parents or guardians to the boating safety booths.

Jane does not wait for the children to come to her; she instead visits children's wards at area hospitals, and outdoor events for the disadvantaged. She brings a smile to those most in need of understanding and acceptance. This is what is so unique, she brings her heart, and so do others who accompany her.

What is the significance of this effort to Coast Guard Auxiliary branding? The U.S. Marine Corps "Toys for Tots" program, renowned throughout the country, it literally shouts of our concern for the future, the hope and promise of our nation's posterity, the heart and soul of our society's foundation and longevity. Some may say that this is not the Auxiliary's primary mission, but in a larger sense, this is every citizen's mission. The mission is to show that the

uniformed representatives of our nation's government truly care for the welfare and education of society's most vulnerable, most dependent and undoubtedly most promising guarantors of our storied culture and legacy.

A very appreciative organization that Jane, Nick Litrell, the Division Commander of Division 14 and I recently visited was Richmond University Medical Center. We visited the pediatric ward on Thanksgiving morning. The impact of our visit on the families who could not fully celebrate at home is incredibly hard to describe. Needless to say, we were heartily invited to return.

The same reaction was experienced at Staten Island University Hospital North in January of this year, and at "Keen Ball Day," located on Ward's Island, and sponsored by the Office for People With Developmental Disabilities, a New York State agency. Finally, we were privileged to attend "Fun Day" in Manhattan, sponsored by ROMP, an organization that benefits children with Down syndrome.

Jane's effort does not detract from other aspects of her prescribed duties. She has developed a fruitful relationship with the online portion of the Staten Island Advance, SI Live, and the parent publication touting a potential reach of nearly 80,000 households. She also has recently secured a public affairs booth and facilitated a successful distribution of boating safety material at the premier showing of the movie "The Finest Hours." In addition, over the years, she has pursued public affairs appearances at the borough's zoo, shopping centers and parks.

Her energy is awe inspiring, and she has definitely defined what imaginative members may realistically term the "Fifth Cornerstone." I am proud to serve on the same staff as this unique and creative individual.

COAST GUARD AUXILIARY RESCUES ENDANGERED, COLD-STUNNED TURTLES FROM CAPE COD SHORES

U.S. Coast Guard Public Affairs - 1st District

BOSTON — The Coast Guard Auxiliary is taking part in a mission to rescue endangered Kemp's Ridley Turtles cold-stunned from the shores of Cape Cod. Kemp's Ridley turtles come up to northeast waters in summer and become trapped in the elbow of the Cape's arm as water cools in the fall. These cold-blooded reptiles experience a hypothermic reaction to the cold temperatures with slowed breathing and heart rates, lethargy, thinning and oftentimes pneumonia.

Without intervention many of these rare turtles would die. "It is extremely helpful to the turtle population



USCG Photo by Petty Officer 3rd Class Ross Ruddell

A recently rescued Kemp's ridley turtle swims in a tank before being taken out and flown to Florida Thursday, Jan. 7, 2016.

as well as the rehabilitation organizations trying to manage this critical event," said Kate Sampson a sea turtle stranding and disentanglement coordinator at

Turtle Rescue

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the National Oceanic and Atmospheric Association. “Larger turtles are stranding now and creating a crisis of space at the New England Aquarium.” A Coast Guard Auxiliary flight crew from the 1st District Southern Region, flying out of Marshfield Airport, plan to fly about 25 of the turtles to Orlando, Florida, where they can be released into warmer water.

USCG Photos by Petty Officer 3rd Class Ross Ruddell



Coast Guard Auxiliary pilots, Steve Lumpkin (left) and Pete Lombardo worked with team members of the Marine Animal Rescue Team from the New England Aquarium and coordinated the logistics of flying rescued sea turtles from Marshfield Airport, Boston, Massachusetts to Orlando, Florida.

During transport, the turtles will be loaded into the airplane in special boxes with insulation to keep them warm. While in flight the turtles have to be kept between 68 and 75 degrees Fahrenheit. “We’re honored to work with our partners at NOAA and the New England Aquarium to ensure these turtles arrive safely in Florida,” said Coast Guard Auxiliary pilot Steve Trupkin. The Coast Guard Auxiliary is the voluntary, unpaid, uniformed component of the Coast Guard. Congress established the Auxiliary June 23, 1939. The Auxiliary exists to support all Coast Guard missions except roles that require direct law enforcement or military engagement. As of 2015, there were approximately 32,000 members of the Coast Guard Auxiliary.

USCG Photos by Petty Officer 3rd Class Ross Ruddell



A cold-stunned Kemp's ridley turtle sits in a warm box before his flight to Florida.

Collectively, the Auxiliary contributes more than 4.5 million hours of service each year and completes nearly 500,000 missions in service to support the Coast Guard. Every year, Auxiliarists help save approximately 500 lives, assist 15,000 distressed boaters, conduct more than 150,000 safety examinations of recreational vessels, and provide boater safety instruction to more than 500,000 students. In total, the Coast Guard Auxiliary saves taxpayers hundreds of millions of dollars each year.

Saving the Kemp's ridley turtle

- It is the rarest species of sea turtle and is **critically endangered**.
- Mexico first protected Kemp's ridleys in the 1960s.
- In the United States, Kemp's ridley turtle was first listed under the Endangered Species Conservation Act of 1970
- 10 days after the accident on the Deepwater Horizon, 156 sea turtle deaths were recorded; most were Kemp's ridleys.

Conservation information source: Wikipedia, July, 2016

Division 24 Sponsors One Day Workshop For Mandatory Training



Story by Paul Pronovost

USCG Aux photo by Francine Vallillo

MILFORD CT- On Sunday, 20 December 2015, Division 24 of District One Southern Region (014) sponsored a one-day workshop for all Coast Guard Auxiliary members who needed one or all of the Auxiliary Mandated Training modules at Flotilla 24-03 base in Milford, Connecticut. The idea came from Flotilla Commander Paul Pronovost, who had made August “Auxiliary Training Month” in their flotilla, holding 2 workshops for his flotilla to do the training.

As the year was drawing to a close and the possibility of members not being able to receive nonreimbursable orders for augmentation duties at either Sector Long Island Sound or Station New Haven, Paul talked with Mark Bennett, division commander, and told him what a success it was in Milford. Mr. Pronovost suggested to host a training session for the entire division prior to the end of the year. Mr. Bennett gave Paul the “green light” and a date was picked.

An email was sent out to all flotilla commanders in Division 24, 7 in total, as to a preliminary date of the 19th of December, however while analyzing feedback from flotillas, the date was moved to the 20th of December. Based on feedback from the flotillas regarding dropping in and out of classes, both Mr. Pronovost and Mr. Bennett were able to create a schedule for the day and sent it out to flotilla leadership. Awarding the credit in the AUXDATA system for completion of courses was put

in the hands of the Milford flotilla’s Steve Perrone, a well-seasoned information services officer for the flotilla. With the help of Francine Vallillo of Flotilla 24-03, separate 7039 forms for each module were printed and filled out with the corresponding form with their flotilla number and Member ID. After the class Mr. Perrone entered each workshop into AUXDATA and by Thursday 23 December, Mr. John Ouellette, the Division Staff Officer of Information Systems approved the entries. A total of 16 members attended for the entire day, while 10 members took specific modules they needed. The day started at 0830, a break was provided for lunch furnished by the division, and training ended around 1600. Instructors Pronovost and Bennett divided the day into half and went through all of the training modules for the students as if they were at their own computers. There was much appreciation from the members that attended the training. As far as the Federal Emergency Management Agency’s Incident Command System 100 and 700 courses portion of Mandated Training, flotilla commanders in the division are making ensuring that each member completes the courses. At the moment, the Mandatory Training completion rate is approximately 29% which prompts the need for a supplementary workshop in the future. As far as scheduling and logistics it was pretty simple said Pronovost, “Anything that we can do to keep us Semper Paratus is worth the effort.”



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CELEBRATING 100 YEARS OF COAST GUARD AVIATION

All photos courtesy of USCG or USCG Aux



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Sammy the Sea Otter Takes a Trip

District 8ER Aux-Air Enables Public Affairs Mission



USCG Aux photo by Wendy McAdams

Outstanding teamwork by two different Auxiliary programs - Auxiliary Air and Public Affairs - resulted in one of the Auxiliary's most recognized ambassadors making a timely appearance almost 300 miles from where he started the day.

Story by H William Smith

Sammy the Sea Otter, the Coast Guard Sea Partners mascot, had a mission.

The only problem was that Sammy was a long way from where he was needed to appear at the Cincinnati Boat Show in Ohio, on 15-24 January of this year. Sammy, who teaches folks about keeping America's waters clean and safe, has brothers and sisters throughout the Coast Guard. But, he was a long way from Cincinnati and had to find a way to get from Nashville, Tennessee where he usually lives, to help Wendy McAdams, Division Five SO-PA, teach children, and their parents, about boating safety, the U.S. Coast Guard and its Auxiliary.

This year marked the 75th Anniversary of Division 5, and McAdams wanted to do something special for the

boat show. McAdams envisioned taking Sammy to the show as part of her public affairs activities, but the cost of sending Sammy safely through traditional shipping methods was very high. Thinking creatively, McAdams contacted Michael Heid who is the DSO-PA for District Eight ER and asked for help.

With lots of kids wanting to see Sammy someone had to step up and Heid came up with a unique solution. He is also a member of the 82nd Squadron, the district's Aux-Air unit. Heid approached Mark Lapenna, DSO-AV and the mission to take Sammy to Cincinnati began to take shape.

What if Sammy Could Fly to Cincinnati?

District Eight ER's Auxiliary Air squadron is made up of

Sammy the Sea Otter

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pilots, air crew and observers from all over the district and arrangements were made to transport Sammy to the airport in Murfreesboro, Tennessee for his flight to Lunken Airport in Ohio where McAdams would pick him up and take him to the show.



Sammy helps plot a course back home to Tennessee with pilot Nick McManus and observer trainee, Lou Strauss.

The transport of the mascot by Auxiliary Air forces was a first for the 82nd Squadron and the district. The mission was successfully executed with the help of a number of Auxiliary members who worked together as a team. Sammy went on to help the children who attended the boat show better understand the importance of being safe on the water and keeping that water clean so everyone can enjoy it.

Lapenna used his facility to make the flight and during the mission kept McAdams apprised of Sammy's progress via text messages so that she could meet them to pick Sammy up when he arrived. McAdams and Sammy went to the boat show where children of all ages were educated about the Coast Guard, the Auxiliary and boating safety.

Time to Go Home

With that mission accomplished, it was time for Sammy to go home to Tennessee and again the 82nd Squadron stepped up to the plate. Lapenna made arrangements for pilot Nick McManus and observer trainee, Lou Strauss,

members of Flotilla 4-1 based in Lexington, Kentucky to plan a logistics/Public Affairs mission. Official Coast Guard orders were issued enabling them to fly from their base in Lexington to Lunken Airport to pick up Sammy.

Part of the mission included taking pictures of Sammy getting ready to fly home. McAdams enlisted the help of her mother, Billie McAdams, SO-IS, PE who took on the role of the mascot as photos were snapped of Sammy helping McManus and Strauss plan the mission back to Tennessee. Both Wendy and Billie McAdams are members of Flotilla 5-3 in Cincinnati. McManus and Strauss accomplished their mission and returned to Lexington. Sammy arrived safely and is back home waiting for his next opportunity to teach children about the Coast Guard.

The entire operation shows how multiple elements of District Eight ER's membership were able to creatively solve a problem. By using imagination, initiative and some hard work, the Auxiliary was able to bring the message of water safety and pollution control to a wider audience. This mission used multiple Auxiliary assets and shows what can be accomplished when district forces across several disciplines work together.

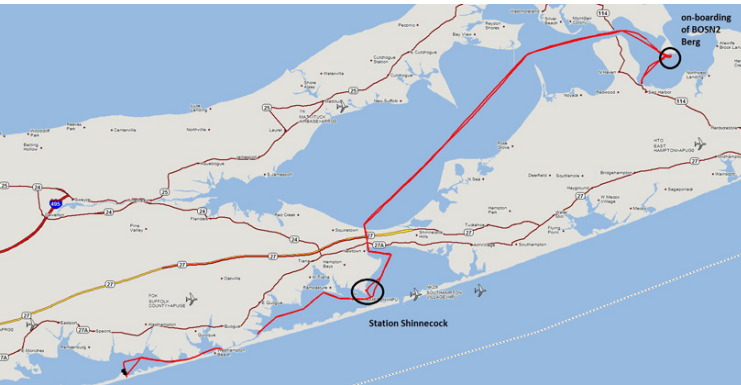
Fun Facts about Sammy the Sea Otter



- The Sammy the Sea Otter mascot's head and body are carried in two separate canvas bags.
- Total weight for the two bags is approximately 25 lbs. The cost of shipping the bags is several hundred dollars.
- Several years ago the mascot was shipped via Greyhound bus and the bag carrying the head was lost. It cost almost \$1,000.00 to replace the mascot's head.

THE GREAT PECONIC RACE & TEAM COAST GUARD

Story and Photos by COMO Vincent T. Pica, II



Map depicts course for the race.

Under the direction of Petty Officer 2nd Class Richard Berg, Commanding Officer of Station Shinnecock, seven USCGAux crews and operational facilities (OPFACs) integrated into the overall safety cordon with the Coast Guard. This enabled nearly 100 paddlers to make it safely around Shelter Island on 20 September, 2015.

Of note, Shelter Island has been called such since colonial times because it shelters several bays – the Great & Little Peconic Bays, Noyak and Flanders Bays and dozens of coves – from the seas and weather presented by the north Atlantic. These buffer the east side of Shelter Island, nearly unabated save a little help from Gardiners Island. Ensuring safe passage continually around Shelter Island is no easy feat. Petty Officer Berg stationed a number of Auxiliary facilities along the shore. And on they came – in tandem, by themselves, as stand-up paddlers – all looking for the purple flag flying high over the vessels under Petty Officer Berg’s command.

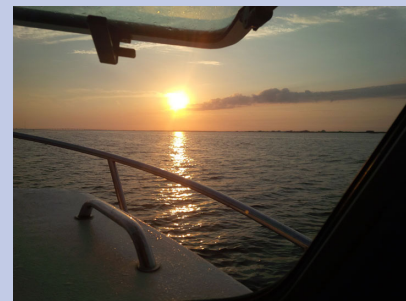
In the days and weeks that preceded the race, Petty Officer Berg organized meetings between the various support entities, with a special emphasis on the flotillas of USCG Auxiliary members and OPFACs as he intended the on-water safety cordon to be supplied by these resources. Egress points were established where paddlers in distress could be ferried to by on-water ambulance services, escorted by Auxiliary facilities, if/as/when needed, for subsequent transfer to whatever medical care indicated. Each Auxiliary team was charged with noting paddlers by “bib number” for tracking purposes, ensuring accountability. Also, to help manage expectations, Auxiliary teams were prepared to answer the inevitable question – “how much farther?”

As the day ended, Petty Officer Berg transferred from the Suffolk County Marine 41” vessel that he used as the patrol command facility (PATCOM) to the USCGAux 251384 facility. He joined the crew as the facility returned him to Station Shinnecock, upon which facility 251384, after 71 nautical miles over the water, returned to her mooring in the east end of Moriches Bay.

Team Coast Guard. Mission complete.

What do you get when you mix several local law enforcement agencies, two ambulance services, the United States Coast Guard, U.S. Coast Guard Auxiliary personnel from three divisions and nearly 100 paddlecraft aficionados of various craft styles? You get the Great Peconic Race!

Under the direction of Petty



AUXILIARY SCUTTLEBUTT

'scut-tle-butt: *A drinking fountain in the Coast Guard is called scuttlebutt. A scuttlebutt in old days was a cask that had openings in the side, fitted with a spigot. Sailors used to congregate at the scuttlebutt or cask of water, to gossip or report on day's activities.**

On this page you will find all the important events and critical information to keep you up-to-date on the current happenings in the Auxiliary.

** from the USCG Glossary*

MANDATED TRAINING 2016 AND BEYOND

Mandated Training must be completed by 01 Jan 2017 (and earlier in order to qualify for certain activities and events). Visit the Mandated Training website at <http://wow.uscgaux.info/content.php?unit=T-DEPT&category=auxmt> then click on the "AUXMT FAQ" for 2016 information.

If it doesn't sound right,
most likely it's not.

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<http://cgaux.org/members/wantads/>

PROMOTING NEW EBOOK AND ON-LINE COURSE PRODUCTS

The Auxiliary has developed and released to the public new electronic Public Education (ePE) products which include Basic Boat Handling (BBH), an Enhanced eBook, and Modern Marine Navigation (MMN), an on-line course. These new products will allow the Auxiliary to enter the online marketplace for the first time, expanding our RBS education outreach. Because educating the boating public is a vital mission, all Auxiliarists should be aware of these new products. The items posted on the "ePE" webpage will help Auxiliarists understand these products and will give flotillas tools to help promote them. Please visit and sign in at the ePE website for more information at:

<http://wow.uscgaux.info/content.php?unit=E-DEPT&category=electronic-pe-courses>

The website presents an extensive set of resources including explanations of use of the new "Flotilla Promotional Code" feature. Every member should visit the Public Education Directorate website for information to help promote these valuable new education products to the recreational boating public.

Stay emotionally healthy to cope
with day to day challenges.

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