

# Operations Plan



## CAP CT Wing Ice Patrol

December 2020 through March 2021

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# 1. General

## a. CT Ice patrol

Connecticut waterways and major bodies of water outside the jurisdiction of the United States Coast Guard (USCG) fall under the jurisdiction of State of Connecticut (CT) Department of Emergency Management and Homeland Security (DEMHS) and Municipal agencies. Patrol of these areas is crucial to public safety, and will help responsible agencies minimize flooding and bridge damage due to ice jams by providing detailed situational awareness to those agencies.

CAP Connecticut Wing (CTWG) is tasked to operate an Ice Patrol (IP) in the winter months when the ice in the major waterways, major lakes and shoreline may threaten public safety and impede commercial boat traffic. The USCG conducts ice-breaking operations in Long Island Sound and the CT navigable waterways within its Area of Responsibility (AOR) to:

- Facilitate security operations within ports, waterways, and the coastline
- Help prevent loss of life on the water and ashore when impacted by ice
- Provide urgent response to vessels that are directly impacted by ice
- Support communities that have need for fuel, food, and medical supplies
- Assist in preventing and easing flood conditions
- Meet reasonable demands of commerce to facilitate navigation on frozen, navigable waterways

CAP aircrews will be responsible for obtaining aerial photos of the Arrigoni Bridge on every sortie involving the Connecticut River and obtain photo documentation of significant icing, anomalies, pollution, or suspicious activity. For Candlewood Lake, capture photo documentation of exposed, open water when the majority of the lake is iced over.

This Ice Patrol Mission shall be flown three times per week as weather permits

- Option 1: Two (2) sorties
  - Western Route sortie and Eastern Route sortie
- Option 2: One (1) combined sortie
  - Fly the **Combined Route**. Kent, Candlewood Lake and the Housatonic River north of the Wheeler Bridge (I-95) will be omitted

## b. Incident Command Post

The Wing Commander will be the primary Incident Commander. An Incident Command Post is not required for this mission.

## c. Primary Dates & Times

Mission will start when the bodies of water in CT begin to freeze over and temperatures remain below 32F. Based on historical records such conditions typically occur from late December through mid-March, but will be adjusted based on actual weather conditions. A training session will be scheduled in early December to brief aircrew interested in flying this mission. This is an AP mission.

## d. Alternate Dates

N/A

### **e. Funding**

This mission is funded by a FEMA grant to the State of Connecticut which is managed and distributed by the CT DEMHS.

### **f. Mission Number & Symbol**

Mission Number: To be determined

Symbol: B14 or C14

### **g. Incident Commander / Mission Contacts**

- CAP CTWG Incident Commander (IC):
- James Ridley, COL, CAP
- Email: [jaridley@cap.gov](mailto:jaridley@cap.gov)
- Phone: (631) 889-4919 (C)
  
- CAP CTWG DO
- James Whitesell, Maj, CAP
- Email: [jim.whitesell@ctwg.cap.gov](mailto:jim.whitesell@ctwg.cap.gov)
- Phone: (860) 798-7396 (C)
  
- CAP LISP Project Officer (LPO):
- Brian Proulx, CAPT, CAP
- Email: [Fyrepilot@outlook.com](mailto:Fyrepilot@outlook.com)
- Phone: (203) 558-5214 (C)

### **h. Other Contacts**

- OXC FRO & Hubmaster
- James Hoffmann, MAJ, CAP
- Email: [jhoffm2@aol.com](mailto:jhoffm2@aol.com)
- Phone: (203) 623-1875 (C)
  
- HFD FRO & Hubmaster
- Bill Tortora, CAPT, CAP
- Email: [william.tortora@gmail.com](mailto:william.tortora@gmail.com)
- Phone: (860) 798-7396 (C)
  
- GON FRO & Hubmaster
- Adam Spracace, 1LT, CAP
- Email: [adam@sprepace.com](mailto:adam@sprepace.com)
- Phone: (860) 798-7396 (C)
  
- USCG Sector Long Island
- Email: [sectorlongislandsound@gmail.com](mailto:sectorlongislandsound@gmail.com)
- Phone: (203) 468-4403 (C)

## 2. Application

### a. Qualification Requirements

A qualified Mission Pilot (MP) and Mission Observer (MO) or Airborne Photographer (AP) / AP Trainee. Mission Scanner (MS) / MS Trainee may fly as a 3<sup>rd</sup> aircrew member.

### b. Event Capacity

The MP is responsible for reserving CAP aircraft by modifying the appropriate sortie in the Web Mission Information Reporting System (WMIRS) and selecting a Flight Release Officer (FRO). The MP will enter the aircrew members and detailed flight info into WMIRS at least 48 hours prior to departure.

Should CAP be tasked by USCG, a post-flight tasking report will be emailed by the MP to the LPO, Wing DO and Wing Commander summarizing the actions taken during the tasking.

The LPO will coordinate all sortie schedules. Sorties are assigned by Hub, with the Hubmaster's coordinating with the squadrons assigned to that Hub. The LPO will oversee each Hub's operation including all scheduling.

- Hub assignments are:
- KHFD            KGON            KOXC
- CT-004        CT-073        CT-101
- CT-014        CT-074        CT-011
- CT-058        CT-075        CT-007
- CT-071        CT-102        CT-022
- CT-009        CT-042

The 2020-2021 Ice Patrol Google Sheet scheduler can be accessed at:

<https://docs.google.com/spreadsheets/d/1Y7G52e7IZw9tKGU5OLQIBcSj5bLW-sht1Fkx8oc26U8/edit?usp=sharing>

Once assigned, it is the Hub's responsibility to fulfill and manage crews for the assigned period. If unable, the assigned Hubmaster will seek assistance from other Hub's to fill open slots. Once a crew is assigned, the MP shall populate the flight information into WMIRS. The following information is entered into the spreadsheet:

- MP Name
- MP Cell phone
- Aircrew name(s)
- Planned Wheels Up Time

It is the assigned Hub's responsibility to provide a backup crew in the event a crew member is unable to make the flight. When a backup crew is assigned, updates shall be entered into Google Sheets and in WIMRS. If the assigned Hub is unable to find a replacement, the Hubmaster will work with the other Hubmasters to fill open slots.

## 3. Flight Operations

### a. Aircrew Requirements

The operational week is Tuesday, Thursday, and Saturday and on request as needed based on weather and SITREP reporting.

Ideally, three (3) Aircrew members will fly IP. Minimum aircrew will be one (1) current/qualified Mission Pilot (MP) and one (1) current/qualified Airborne Photographer (AP) or AP trainee. A CAP Legislative Member may fly as a passenger provided all CAP paperwork is completed and approved by the NOC. A CAP qualified aircrew trainee may occupy the 3<sup>rd</sup> seat provided minimum aircrew requirement is met. No more than two (2) aircrew trainees may fly an IP sortie.

### b. Aircrew Training Requirements

This mission is reliant upon airborne photography (AP). It is imperative that the aircrew is familiar with AP operations and able to program the Digital SLR camera to the proper settings based upon external lighting, altitude, and sun angle.

Do not take photos that contain any part of the airframe.

JPG and RAW photos are to be taken however JPG photos will be saved and uploaded to the LISP Gmail Drive ([imageryct@cap.gov](mailto:imageryct@cap.gov))

A member of assigned aircrew shall have the means to transfer photos from a DSLR camera to a computer to complete the transfer of images.

### c. Required Equipment

- Digital SLR camera
- DAART Equipment (if available and qualified)
- Warm clothing in the event of an off field landing
- Appropriate Ice Patrol Worksheet – see [Appendix B](#)
- Cell phones or other mobile device camera shall not be used unless authorized by the IC. Exigent circumstances will dictate need.

### d. Flight Operations

1. The Arrigoni Bridge is photographed on each sortie assigned to the Eastern Route
2. Photograph ice jams, point where river is no longer navigable, large ice chucks, etc. – quality is better than quantity
3. Photograph significant icing, anomalies, pollution, or suspicious activity
4. For Candlewood Lake: photograph exposed or open water when the majority of the lake is iced over
5. All ice reports and pictures are processed same day

Complete the appropriate Ice Report Worksheet and email to [IcePatrol@googlegroups.com](mailto:IcePatrol@googlegroups.com) using the LISP account [imageryct@cap.gov](mailto:imageryct@cap.gov). See details below.

- Flight Profile
- OXC or DXR-based aircraft are expected to fly the Western Route.
- HFD or GON-based aircraft are expected to fly the Eastern Route.
- Note: When GON is flying, HFD will fly the Western Route and GON will fly the Eastern Route.
- On days when only one aircraft is flying, the Combined Route will be flown.

Deviations to this profile are allowed to cover the overland infrastructure outlined or as instructed by the LPO or CTDO.

### e. Weather

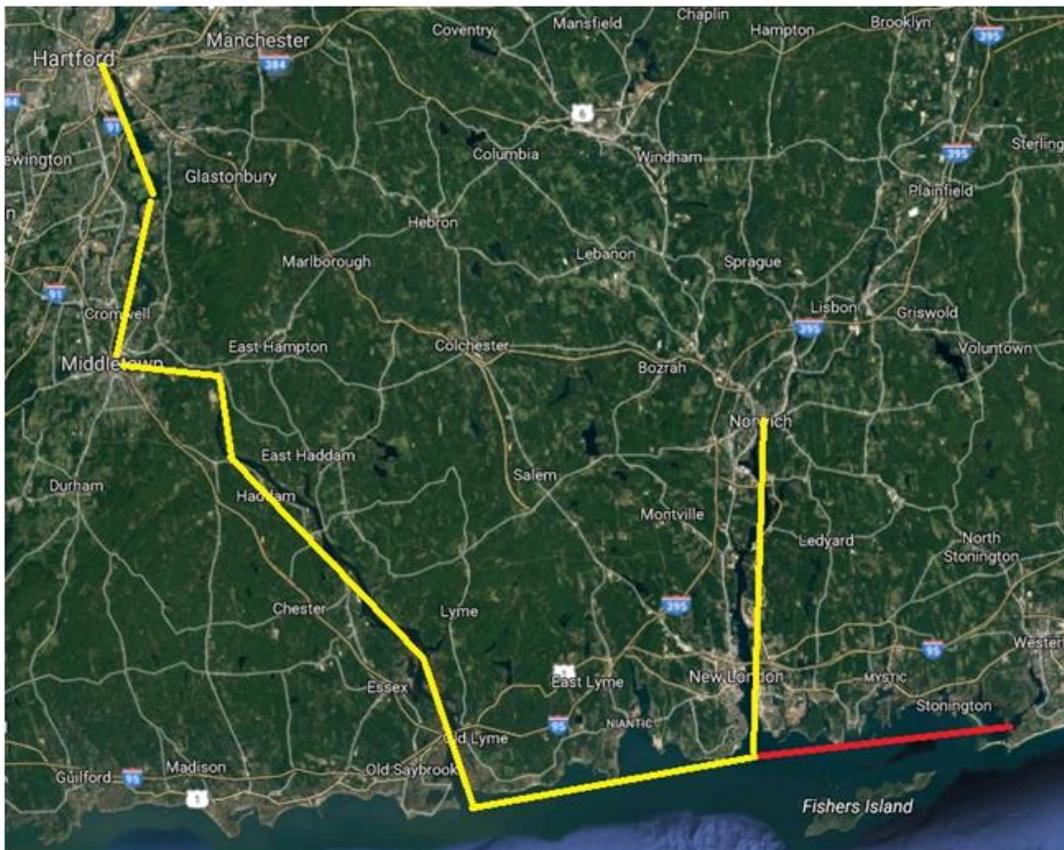
Sorties will be flown in Visual Meteorological Conditions (VMC) unless authorized by CTDO, LPO, or IC. Every attempt should be made to verify VMC conditions prior to launch. VMC is defined as ceiling = 3,000 ft or better and visibility = 5 nm or better. If VMC conditions exist in a portion of the IP route being flown, aircrew is authorized to fly the VMC portion of the LISP profile.

### f. Mission-specific Requirements

#### i. Eastern Route

Aircraft may fly this route backwards

Yellow = mandatory, Red = optional



#### Leg 1

- Mohegan-Pequot Bridge and fly down the Thames River to Long Island Sound
- **Mohegan-Pequot Bridge**. Carries CT Route 2A over the Thames River
- **Gold Star Memorial Bridge** is a pair of steel truss bridges that carries I-95 and US 1 across the Thames River between New London and Groton
- Complete Ice Report Worksheet entry for **Thames River**

Leg 1A (time permitting)

- Continue east along the CT Coastline to the mouth of the Pawcatuck River (CT/RI border).

Leg 2

- Mouth of Thames River, fly west along the CT Coastline to the mouth of CT River

Leg 3

- Mouth of CT River, fly north along CT River to the **Hartford Jetty** (north of HFD Airport)
  - - **Raymond E. Baldwin Bridge:** A bridge composed of 11 spans crossing the CT River between Old Saybrook, and Old Lyme, carries I-95 and US 1
    - **Arigoni Bridge:** Carries Rt 66 and Rt 17 across the Connecticut River, connecting Middletown to Portland
    - Take a picture of the Arrigoni Bridge on EVERY SORTIE
- Complete Ice Report Worksheet entry for **Connecticut River**

## ii. Western Route

Aircraft may fly this route backwards

Yellow = mandatory, Red = optional



### Leg 1

- @ Quinnipiac River Marsh, fly south along the River to the Long Island Sound
  - **Pearl Harbor Memorial Bridge**: or Q Bridge, carries I-95 over the mouth of the Quinnipiac River in New Haven
- Complete Ice Report Worksheet entry for **New Haven Harbor**

### Leg 2

- Fly west along the CT Coast from the mouth of the Quinnipiac River to Bridgeport Harbor
- Complete Ice Report Worksheet entry for **Bridgeport Harbor**

### Leg 3

- Mouth of the Housatonic River, fly northwest along the Housatonic River to the Rocky River Power Station to include
  - **Lover's Leap**, New Milford (41.540369, -73.405147) – **look for ice jams here**
- Complete Ice Report Worksheet entry for **Housatonic**

Leg 3A (time permitting)

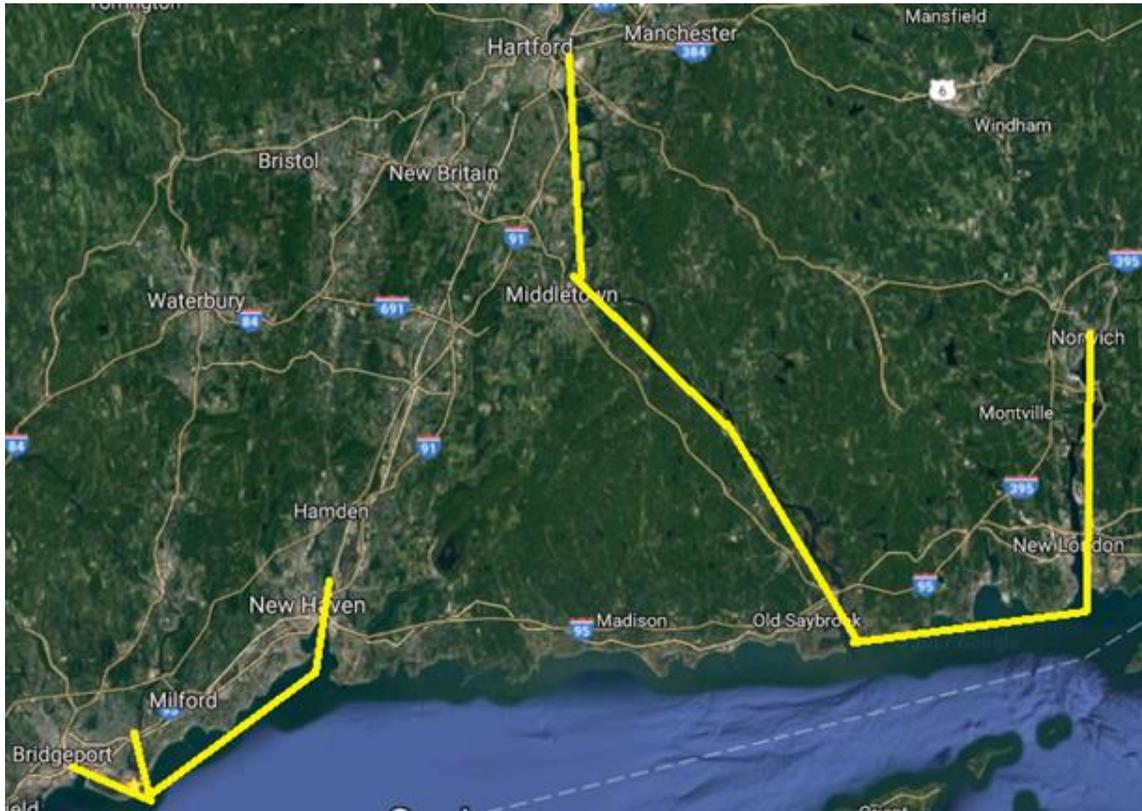
- Continue along Housatonic River to Kent. Look for ice jams/flooding north of Bull's Bridge Dam.

Leg 4

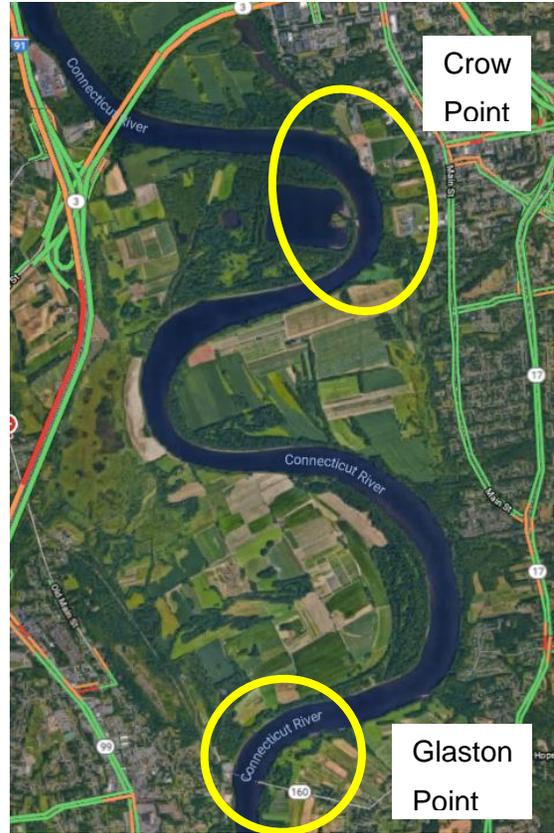
- @ North end of Candlewood Lake, fly south along the lake to Danbury Town Beach, looking for areas of open, exposed water in the ice at:
  - **Vaughn's Deck** – look for open water east of Vaughn's Neck
  - **Causeway (RT 39)** -- separates Candlewood Lake from Squantz Pond
  - Photograph any areas of open, exposed water that is otherwise covered with ice – thin or no ice could be an indication of an underground spring and a hazard for ice fishermen or first responders.

### iii. Combined Route

If one sortie is flown both Eastern and Western routes are combined.



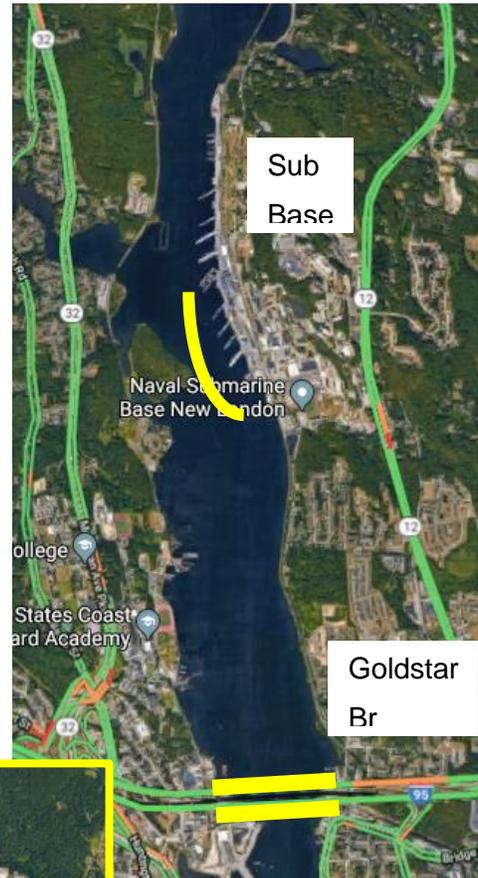
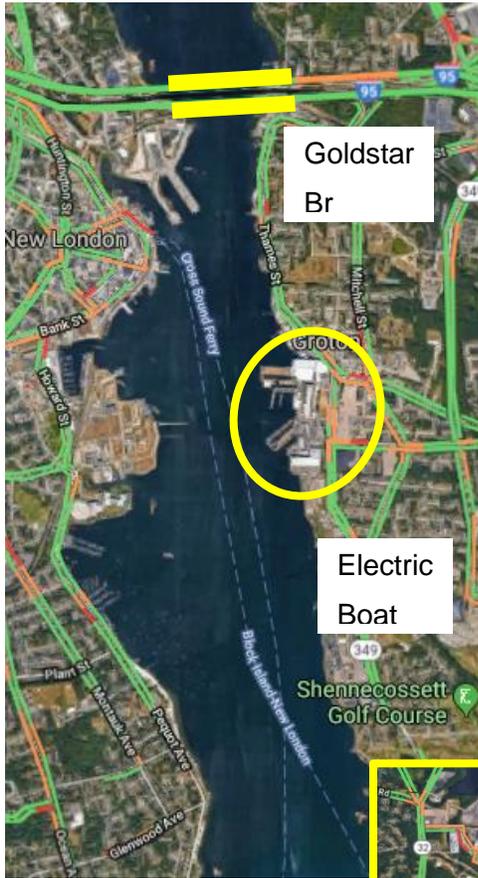
Connecticut River Points



Scovil  
Rock



Thames River Points



New Haven Points



Bridgeport and Housatonic Points

Bdgprt Harbor → Housatonic



Wheeler Bridge (I-95)



Housatonic Lake



Lake Zoar



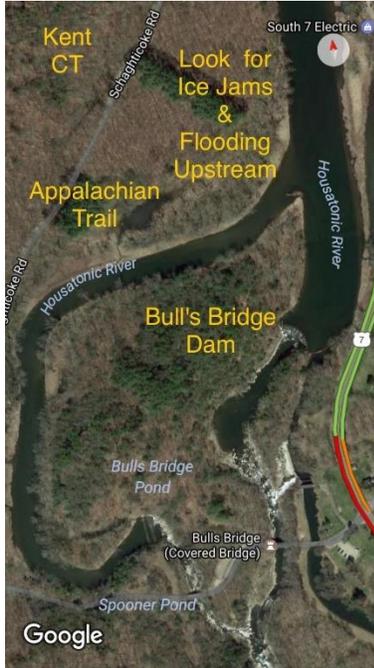
Lake Lillinonah



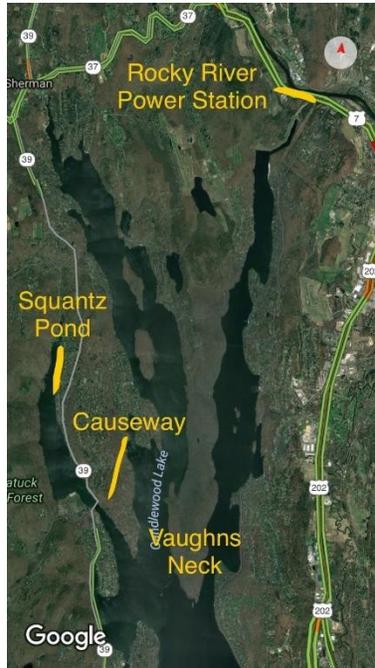
Lover's Leap



Bulls Bridge



Candlewood Lake North



Candlewood Lake South



## 4. Administration

### a. Sortie Management

All sorties will be entered into the mission by the National Operations Center (NOC). No new sorties will be created in this mission. Additional sorties must be approved by the NOC before flight.

### b. Mission Paperwork

Refer to Appendices A, B, and C

### c. SITREPs

SITREPs will be scheduled as needed should a severe icing event occur.

# 5. Communications

## a. Requirements

MP shall determine if VFR traffic advisories will be utilized.

Aircrews will utilize RadioGuard with USCG for each sortie flown. The MO/MS/AP shall remain in contact with USCG until RadioGuard is cancelled or the aircraft is on approach for landing.

The MO/MS/AP shall record all times related to the mission:

- Engine start, wheels up, wheels down
- RadioGuard activation / termination
- In & out of patrol area
- At any point the mission is diverted or tasked
- Record HOBBS/TACH/Zulu time of tasking or diversion, coordinates for the diversion, time contact is made with a vessel and/or person(s), time on station, HOBBS/TACH/Zulu time when released by USCG to resume normal operations.
- Record details into WIMRS

## b. Procedure

Aircrew will contact USCG on Marine Channel 16 using the CAP FM radio. Upon successful contact, USCG will assign an OPS channel. Switch to the assigned OPS channel and activate RadioGuard. USCG will assign a check-in time for the aircrew to report ops status. Aircrew shall report current position and status. **Missing two (2) check-in times will result in USCG declaring the aircraft as missing.** They will initiate Lost Aircraft operations. If the aircraft departs the patrol area, aircrew must contact USCG and state their intentions and terminate RadioGuard. If unable to establish contact, the flight must land and phone USCG immediately. Aircrews are permitted to land at any airfield approved by CAP.

## c. Frequency Details

Primary frequencies

- |                      |  |
|----------------------|--|
| • CAP Air to Ground  | CTWG Statewide 1 or 2                            |
| • Marine Channel 16  | CTWG Ch 91                                       |
| • Marine Channel 83A | CTWG Ch 97                      New Haven CT Ops |
| • Monitor CAP Guard  | Secondary Channel – CAP Guard                    |

Alternate frequencies

- |                      |   |
|----------------------|---|
| • Marine Channel 6   | CTWG Ch 28  |
| • Marine Channel 21A | CTWG Ch 92                      Eaton Neck NY Ops |
| • Marine Channel 22A | CTWG Ch 93                      Eaton Neck NY Ops |
| • Marine Channel 23A | CTWG Ch 94                      Eaton Neck NY Ops |
| • Marine Channel 81A | CTWG Ch 95                      New Haven CT Ops  |
| • Marine Channel 82A | CTWG Ch 96                      New Haven CT Ops  |

## d. Required Equipment

CAP FM Radio

## 6. Cadet Participation

Cadets participating in this mission must be at least 18 years of age and be enrolled in MS/MO/AP training and authorized to fly training sorties or be current and qualified in MS/MO/AP.

Overwater survival training is not required for the Ice Patrol mission.

## 7. Safety

- All flights will follow the appropriate CAPR 70-1, 60-3 and FAA regulations.
- All CAP operations involve some degree of risk. Participants must be alert and careful when operating aircraft or ground vehicles.
- The IC will monitor operations to ensure safety is not just talking points, but is actually performed properly.
- Any mishaps that occur on the mission will be reported IAW CAPR 160-2.
- The Ice Patrol is a Photographic Mission requiring low and slow flight.
  - All flights will maintain 1000 ft. AGL or higher during the observation and photography portion of the sortie.
  - The pilot will pay special attention to altitude and air speed to ensure a safe flight.
  - The non-pilot crewmembers will be solely responsible for observation and photography.

## 8. Staff Requirements

- The following Incident Command staff are required:
- Incident Commander (IC)
- Project Officer (PO)
- FRO
- Any additional support staff as required by PO or IC

## 9. Uniform Requirements

All attendees must be in an authorized and complete **CAP** uniform worn in accordance with CAP regulations.

## 10. Facilities

N/A

## 11. Logistics

N/A

## 12. Military Support Requirements

N/A

## 13. Public Affairs

### a. Media Contact

All media communication will be referred to the Mission PIO or the IC. Participants are expected to refer all media inquiries regarding any mishap to the Mission Public Information Officer

### b. Internal

The CTWG Public Information Officer (PIO) for this mission will be assigned by the Mission IC as/if needed, in coordination with the CTWG Commander, CTDO, and LPO.

### c. External

News releases to local newspapers, radio and TV media will be made by the in coordination with the IC and CAP Mission PIO.

## 14. Contingencies & Emergency Services Missions

In the event of a tasking outside of the pre-approved Ice Patrol circuit as defined in [Paragraph 3f](#), aircrew must inform the USCG they do not have authorization to exit the area and advise USCG to contact a CT Wing representative in [Paragraph 1g](#) for approval to deviate. Upon approval, may receive a new mission and sortie number. The aircraft does not need to land to change missions, however aircrew shall record HOBBS/TACH/Zulu times at the point of conversion and obtain separate fuel receipts to reflect appropriate fuel burn for each mission. The crew can allocate the percentage of fuel based on the Hobbs time for each segment or land and refuel.

During the flight, the need may arise for crew rest or refueling, aircrew may land at any airport in the area. If the crew is going to land for any reason, they must inform USCG Sector Long Island and provide the timeframe they will be out of communication. When aircrew returns to the operations area, they are to contact USCG and advise them they are back on station. Aircrew must contact the LPO or CTDO to open a new sortie in WMIRS prior to departure.

## Appendix A – Ice Reporting Procedures

**DRIFT ICE**: detached pieces of ice drifting on water with the wind or water currents

**FAST ICE**: ice that extends out from the shore and is attached to it.

**TRACK FIXED**: If a 20ft wide boat is able to navigate the waterway at the points noted in the Ice Report, Track Fixed = No

Should the waterway be impassible by a 20ft wide boat, Track Fixed = Yes

### a. Uploading Photos to Google Drive

1. Scan or electronically save your completed Ice Report(s) to the same computer that will send the email to USCG and CAP CTWG
2. Download your digital photos to the same computer that will send the email
3. Open a web browser
  - a. Go to <http://mail.cap.gov/>
    - i. Username = [imageryct@cap.gov](mailto:imageryct@cap.gov)
    - ii. Password = CharterOak
    - iii. If asked, the email address linked to the account is chapmake@gmail.com
4. Click COMPOSE a message (red button on upper left side)
  - a. To: [D01-SMB-LISCCenter@uscg.mil](mailto:D01-SMB-LISCCenter@uscg.mil) and [icepatrol@ctwg.cap.gov](mailto:icepatrol@ctwg.cap.gov)
  - b. BCC: yourself and crew
5. **Eastern** Report Format

Subject: CAP Ice Patrol East Report – *[Today's Date]*

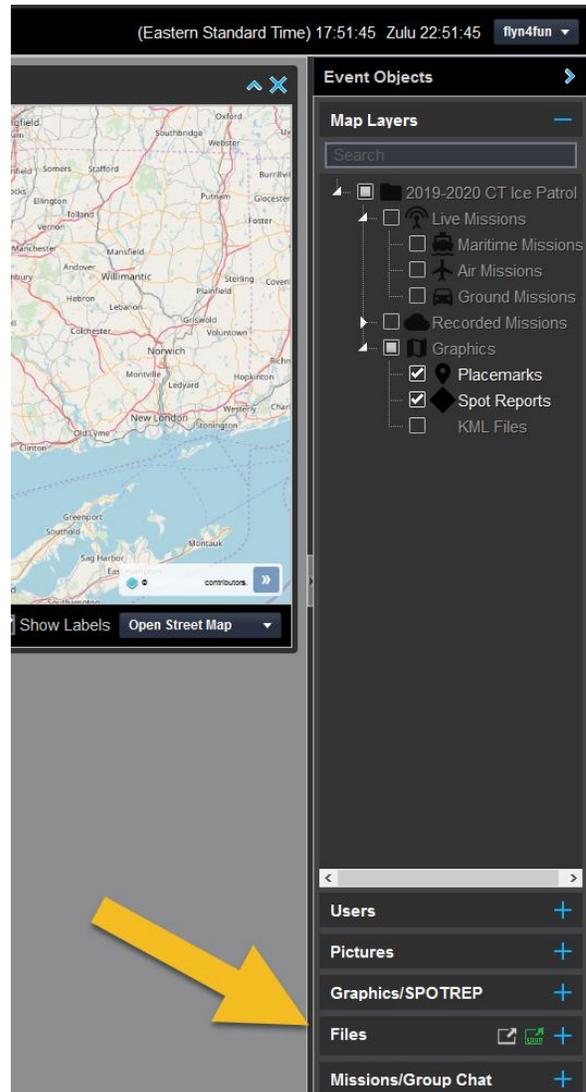
Message: Attached is the CAP Ice Patrol East Report, CT River and Thames River for *[Today's Date]*

- Submitted by: Rank, Name
6. **Western** Report Format
    - Subject: CAP Ice Patrol West Report – *[Today's Date]*
    - Message: Attached is the CAP Ice Patrol West Report, Quinnipiac River, New Haven Harbor, Bridgeport Harbor, Housatonic River and Candlewood Lake for *[Today's Date]*
    - Submitted by: Rank, Name
  7. Look for the “paper clip” on the bottom of the email and attach the completed Ice Report
  8. Click SEND and check your email to confirm it was sent

## b. DAART Photo uploads

If instructed to upload photos to DAART, use the following procedure

1. Using a web browser go to <https://www.daart.us>
2. Log in using your assigned username and password
3. Click in the search box in the upper right corner of the mission screen and search for "2019-2020 CT Ice Patrol"
4. Click on the **DAART Pad** icon to open the interactive page
5. Once the new view finishes loading, look for the **Files** section on the right-side menu then click the **+** to open/expand
6. Locate the appropriate Month and Day in the directory i.e. December 15<sup>th</sup>
7. Highlight the directory to upload the files to and then click the **Upload File** button
8. In the new window, select the photos you want to upload. A progress bar will appear as photos are transferred.
9. **Close** the window when done.



## Appendix B – Ice Report Worksheets

The following pages can be printed to take on the sortie to document the ice conditions.

**CAP CT Wing Ice Patrol – WESTERN Route  
USCG – Sector Long Island Sound**



Mission Pilot		Date	
MO/MS/AP		Time (z)	
Aircraft	<b>N CAP</b>	Sortie #	

<b>Quinnipiac River</b>		Ice Condition		Track Fixed (Y = <20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Quinnipiac Marsh (N41°20')					
Ferry Street Bridge (N41°18')					
Q Bridge (N41°17')					
New Haven Harbor (N41°17')					
<b>Housatonic River</b>		Ice Condition		Track Fixed (Y = <20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Bridgeport Harbor (N41°10')					
Mouth of Housatonic (N41°12')					
Wheeler Bridge/I-95 (N41°12')					
Housatonic N of Ousatonic Dam (N41°19')					
Lake Zoar N of Stevenson Dam (N41°23')					
Lake Lillinoah N of Shepaug Dam (N41°26')					
Lovers Leap (N41°32')					
Rocky River Pwr Sta (N41°34')					
Bull Bridge (N41°40')					
Bull Bridge to Kent (N41°43')					

<b>Candlewood Lake</b>		Ice Condition	Picture
Location	Time (z)	Open & Exposed, Thermals, Fixed	Y / N
N of Vaughn's Neck (N41°29')			
Causeway – RT39			
S of Vaughns Neck (N41°29')			

**CAP CT Wing Ice Patrol – EASTERN Route  
USCG – Sector Long Island Sound**



Mission Pilot		Date	
MO/MS/AP		Time (z)	
Aircraft	<b>N      CAP</b>	Sortie #	

<b>Connecticut River</b>		Ice Condition		Track Fixed (<20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Hartford Jetty (N41°45')					
Crow Point (N41°42')					
Glaston Point (N41°40')					
Wilcox Island (N41°34')					
Scovil Rock (N41°31')					
East Haddam (N41°27')					
Seldon Rock (N41°23')					
Hayden Point (N41°20')					
Dickerson Pier (N41°17')					
Mouth of CT River (N41°17')					
<b>Thames River</b>		Ice Condition		Track Fixed (<20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Mouth of Thames (N41°18')					
Electric Boat (N41°19')					
I-95 Bridge (N41°21')					
Sub Base (N41°23')					
Dow Chemical (N41°25')					
Mohegan Bridge (N41°28')					

**CAP CT Wing Ice Patrol – EAST EXTENDED  
 Combined Route  
 USCG – Sector Long Island Sound**



Mission Pilot		Date	
MO/MS/AP		Time (z)	
Aircraft	<b>N      CAP</b>	Sortie #	

<b>Quinnipiac River</b>		Ice Condition		Track Fixed (<20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Quinnipiac Marsh (N41°20')					
Ferry Street Bridge (N41°18')					
Q Bridge (N41°17')					
New Haven Harbor (N41°17')					
<b>Housatonic River</b>		Ice Condition		Track Fixed (<20ft)	Picture
Location	Time (z)	Fast (%)	Drift (%)	Y / N	Y / N
Bridgeport Harbor (N41°10')					
Mouth of Housatonic (N41°12')					
Wheeler Bridge/I-95 (N41°12')					
Ousatonic Dam (N41°19')					

## Appendix C – USCG Comms Quick Reference Guide

**Initiate RADIOGUARD:** Aircrew establishes radio contact with Sector LI and opens RADIOGUARD prior to entering the IP circuit.

Do **not** transmit position reports or RadioGuard details on CH 16. This is done on CH 83A. CH16 is a marine emergency channel and monitored by all boats many miles away.

CAP	Coast Guard Sector Long Island, Sector Long Island, this is <b>CAPxxx</b> on CH16; Over
USCG	CAPxxx, this is Sector Long Island, switch to Channel 83A; over
CAP	Coast Guard Sector Long Island, this is <b>CAPxxx</b> on CH 83A opening RADIOGUARD; Over
USCG	CAPxxx, this is Sector Long Island, go ahead with your message; over
CAP	Sector Long Island, <b>CAPxxx</b> is based at <b>Oxford</b> Airport (or aircraft base) with <b>3</b> souls on board, <b>4</b> hours fuel, commencing Long Island Sound Patrol. On board cell phone is <b>xxx-xxx-xxxx</b> . <b>INITIATE RADIOGUARD</b> . Current Position <b>DD</b> deg <b>MM</b> min North, <b>DD</b> deg <b>MM</b> min West, heading <b>East</b> , <b>Ops Normal</b> , request <b>30min</b> check-ins; Over
USCG	CAPxxx, good copy, assume Guard minute 39, report every 30 minutes on Channel <b>83A</b> , Secondary Channel 16, if nothing further Sector OUT
CAP	CAPxxx monitoring 83A (and CH16 if set in Becker); OUT

**RADIOGUARD Updates:** The MO shall remain in contact with Sector LI on the assigned channel at the agreed upon check in time. These reports are brief:

CAP	Sector Long Island, Sector Long Island this is <b>CAPxxx</b> on <b>83A</b> ; Over
USCG	CAPxxx, this is Sector Long Island, go ahead OVER
CAP	Current Position <b>DD</b> deg <b>MM</b> min North, <b>DD</b> deg <b>MM</b> min West, heading <b>West</b> , <b>Ops Normal</b> ; Over
USCG	CAPxxx, good copy, if nothing further Sector OUT

**Cancel RADIOGUARD:** Cancel with USCG upon completing IP patrol. Failure to cancel or check-in at the agreed upon time will result in initiating Lost Aircraft procedures. Cancel using the appropriate methods while in the air. If aircrew forgets to terminate RADIOGUARD and have landed, **immediately call Sector LI Comms Desk at 203-468-4403** and advise them you are at base and secure.

CAP	Sector Long Island, Sector Long Island, this is <b>CAPxxx</b> on <b>83A</b> ; Over
USCG	CAPxxx, this is Sector Long Island, go ahead; Over
CAP	Current Position <b>DD</b> deg <b>MM</b> min North, <b>DD</b> deg <b>MM</b> min West, Returning to <b>Oxford</b> Airport, <b>REQUEST TO CLOSE RADIOGUARD</b> ; Over
USCG	CAPxxx, Securing RADIOGUARD at MINUTE 22, if nothing further Sector OUT
CAP	CAPxxx OUT