



This Viking 00-1 was the first of five acquired by the Coast Guard late in 1936. These aircraft were U.S. licence-built versions of the Schreck - F.B.A. 17HT-4, a French design. In 1931, the Coast Guard had purchased a single model 17HT-4. This earlier aircraft was identified as CG-8, later re-serialled V-107.



A History of Coast Guard Aviation

those rescued prevented the aircraft from taking off.

By 1941 the Coast Guard was seriously interested in developing the helicopter for search and rescue. Lt. Commander William Kossler had represented the Coast Guard on an inter-agency board formed in 1938 for the evaluation of experimental aircraft, including the helicopter. However, World War II interrupted these plans. The Coast Guard, incorporated into the Navy on 1 November 1941, was tasked in early 1943 with developing the helicopter for antisubmarine warfare. Sikorsky HNS-1 and HOS-1 helicopters began at Brooklyn Air Station. Coast Guard personnel trained British-American helicopter pilots on board the merchant ship *Daghestan*. In fact, during the war all Allied helicopter pilots were trained by the Coast Guard at Brooklyn Air Station. The *Daghestan*, fitted with a landing deck and carrying two HNS-1 helicopters,

Left: Lieutenant John A. Pritchard Jr., watches crew members secure his aircraft to the deck of the *Northland*. Pritchard and his radioman, Benjamin Bottoms, were posthumously awarded the Distinguished Flying Cross for a daring rescue attempt of a bomber crew that had crashed in Greenland during 1942.



The first Coast Guard helicopter detachment was headed by the then Lt. Commander Frank A. Erickson, shown here fifth from left, who was the first U.S. Coast Guardsman to qualify as a helicopter pilot, and who pioneered rotary wing development for military use.

Commandant's Bulletin 21-86 * October 10 * 25



A tenant service at NASG was the United States Coast Guard Station, which became operational on March 1, 1969. The facility was officially commissioned on March 15, 1969. Among the dignitaries present were Adm. W. J. Smith, commandant United States Coast Guard, and Rear Adm. W. F. Rea, commander of the 9th Coast Guard District.



The United States Coast Guard facility was located to the north on the air station property. A new hangar provided space for helicopter storage as well as room for aircraft maintenance and administrative offices.



An HH-3F helicopter hovers over survivors of the *Prinsendam* disaster of 4 October 1980. Seven helicopters from the Coast Guard, U.S. Air Force, and Canadian Armed Services were employed. One by one, helicopters hovered over a lifeboat, dropped a sling or a basket, and hoisted until they met their weight limit. Well over 500 people were rescued without loss of one life.

Commandant's Bulletin 21-86 * October 10 * 37

the war progressed and the U-boat threat moved deeper into the North Atlantic and then abated, the service re-oriented its helicopter research from antisubmarine warfare to search and rescue. Commander Erickson pioneered this Coast Guard activity, developing much of the rescue equipment himself and carrying out the first lifesaving flight. He delivered two cases of blood plasma

lashed to an HNS-1's floats following the explosion on board the destroyer *Turner off Sandy Hook* on 3 January 1944.

One of the early helicopter's most successful rescues occurred in 1945. A Royal Canadian Air Force plane crashed in a remote area of Labrador. Two ski-equipped aircraft tried to rescue the nine survivors; however, one crashed on landing and



An HNS-1 drops gently to the surface of a frozen-over lake near a remote weather station with one of nine Canadian plane-crash victims rescued by the Coast Guard craft from the bleak wilderness of northern Labrador. The helicopter lands on a strip of canvas to prevent the floats from freezing to the ice. The helicopter took on board the marooned fliers by means of a rope ladder and moved them, one at a time, to the weather station 32 miles away.

Commandant's Bulletin 21-86 * October 10 * 27



An HH-65 Dolphin helicopter from the Air Station Chicago in Glenview practices a boat lift, retrieving a victim from a rescue boat. Tribune photos by Bob Langer

Guard

Continued From Page 1

craft and directs the pilots as he guides a heavy cable that holds a metal basket.

"The hoist operator gives the pilot voice commands, 'forward and right,' and gives the pilot updates, 'basket out the door,' 'basket halfway down,' like a running commentary, so you always know what is going on," Perry said.

But just lowering a rescue basket to someone who has been in the water for some time does not mean they will be able to climb into it.

Enter the rescue swimmer.

"What we do is make the whole evolution go smoother," said Petty Officer 2nd Class Troy Lundgren, 23, who holds the official job classification of "aviation survivalman."

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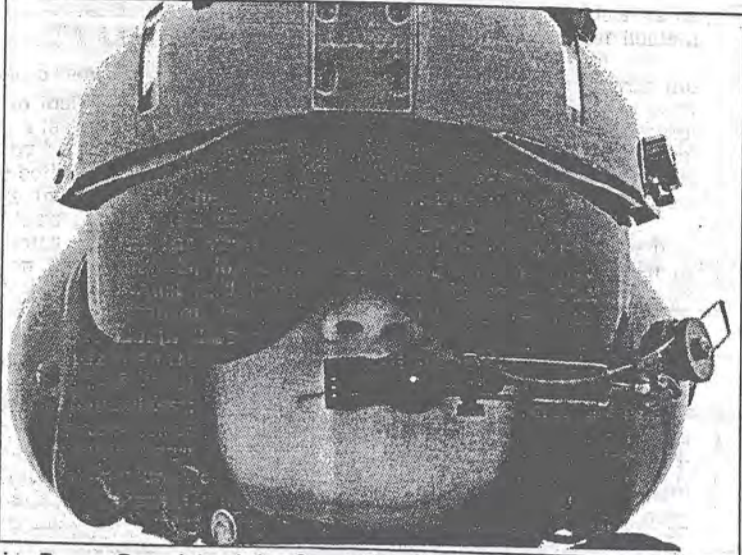
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To the rescue

Coast Guard at the ready with high-tech chopper

By William Recktenwald
TRIBUNE STAFF WRITER

It began as a simple winter training flight for Lt. Donna Perry and her crew, but before it was over, a 78-year-old man would owe his life to the preparedness of her Coast Guard rescue team.

Perry, flying a helicopter out of the Guard's pad at the Glenview Naval Air Station, had just finished a drill called the "boat lift," in which a make-believe victim is hoisted up in a basket from a rescue boat in Lake Michigan near Milwaukee.

As they were completing the exercise, a bolt of reality flashed across the chopper's tactical radio frequency. "They called on the radio and sent us to Kettle Moraine [State Forest] to search for a 78-year-old man," Perry remembered.

"He was on a trail, it was late in the evening and he took a shortcut right through the marsh," said Bruce Chevis, the forest superintendent. "It looks nice and flat, but a quarter-mile or so in, he fell through the ice and got stuck."

Perry and the helicopter made short work of the search. "We spotted him with our searchlight," she said.

"Without the helicopter, they might not have found him. He had already suffered third-degree frostbite, so he probably would not have made it through the night," Chevis said.

"He looked really happy to see us," said Petty Officer 3rd Class Justin Avery, 24, the rescue swimmer lowered to extricate the man.

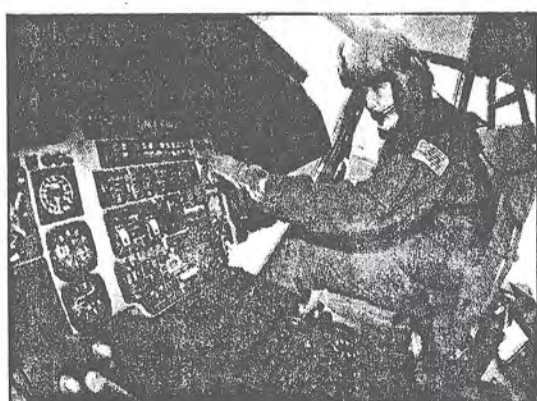
He was wrapped in warm blankets and flown to a nearby lot, where an ambulance was waiting, Avery said. From there he was taken to a hospital, where he recovered.

In many ways it was typical of the rescues made by the Coast Guard helicopter unit at Glenview. The choppers have plucked people, not only from the water, but also from boats, ice flows and cliffs. They've helped lift injured workers from inside of tall smokestacks and a water tower. If needed, they can evacuate people from a burning high-rise.

And they make it look easy, thanks to rigorous training and state-of-the-art equipment.

With its distinctive orange paint job, the HH-65 Dolphin flown by Perry is one of the most sophisticated rescue helicopters built. Its computerized avionics can fly the aircraft in a search pattern, allowing the

SEE GUARD, PAGE 5



Clockwise from top: Coast Guard members practice a military double aviator pickup off Wilmette; Petty Officer 2nd Class Troy Lundgren shows the equipment used; and Lt. Donna Perry programs the helicopter's navigational computer.

16E Albatross and the Convair C-131A Samaritan, both prop driven aircraft. The Guardian is the service's first multi-mission jet. It is nearly twice as fast as any aircraft in the inventory and can get to the scene quickly to perform its role. Sixteen new HC-130H Hercules turboprop aircraft have joined the Coast Guard fleet and replaced earlier models. The primary missions of the Hercules are long-range surveillance and

transport. The Coast Guard is currently adding 96 short range HH-65A helicopters to its fleet to replace the aging HH-52A Sikorsky Sea-guard. Primarily a search and rescue vehicle, the twin engine Dolphins operate up to 150 miles off shore and will fly comfortably at 150 knots for three hours. The HH-3F Pelican is the service's medium range helicopter.

patrol national waters, the Coast Guard flies some 200 aircraft from 27 air stations, large and small, throughout the continental United States, Hawaii, Alaska and Puerto Rico. The Coast Guard is the seventh largest naval air force in the world. Coast Guard aviation, rotary and fixed wing, moves into the future proud of its past and confident of its future.

To assist those in distress and to



The HU-25A "Guardian", a new Coast Guard multi-mission jet, can operate from sea level to an altitude of 42,000 feet. Its 160-mile radius and five hour flight endurance make the Guardian a welcome addition to the Coast Guard's search and rescue and drug interdiction efforts.

Commandant's Bulletin 21-86 * October 10 * 39

City/suburbs

Coast Guard helps sick seaman

By Terry Wilson

A New York man who suffered severe chest pains while aboard a freighter was hoisted into a U.S. Coast Guard helicopter Monday morning and flown to a north suburban hospital, officials said.

Norman Freeland, 60, of East Concord, N.Y., was listed in good condition in the intensive care unit of Glenbrook Hospital, Glenview, a hospital spokeswoman said. Officials at the hospital were not sure if Freeland had suffered a heart attack.

According to Lt. Jim Seeman, the Coast Guard rescue team at the Glenview Naval Air Station heard a distress call describing a crewman's life-threatening symptoms. The call came from the 1,000-foot Lewis Winslow Foy, a freighter that was southbound on Lake Michigan at 9:10 a.m. en route to Calumet Harbor.

Ten minutes later, Seeman, Lt. Cmdr. John Byczek and Petty Officer Mike Vaughan arrived by helicopter at the ship 20 miles east of Wilmette. As the copter hovered 25 feet above the ship, they hoisted up the stretcher bearing Freeland.

Vaughan gave Freeland oxygen and other medical attention on the copter. He was conscious and alert when the copter arrived at Glenbrook Hospital at 9:50 a.m., Seeman said.

"You're never happy when someone's in distress," Seeman said after the rescue. "But when you can get someone to medical attention immediately—it's made for a good day."

The helicopter rescue unit at Glenview was nearly closed last year and has remained on a "hit list" of stations that will close as the Coast Guard tries to pare \$175 million from its budget.



An HH-52 air-lifts an ill 74-year-old passenger from the merchantman *Olivia* some 270 miles northeast of Miami, Fla. The helicopter extended its range by refueling from a Coast Guard amphibious plane at Marsh Harbor, Great Abaco Island.



A J2W-1, secured for sea, is shown here on board the *Spencer* at Cordova, Alaska, in February 1938. These aircraft were used with floats or wheels or fitted with skis for takeoffs and landings on ice.

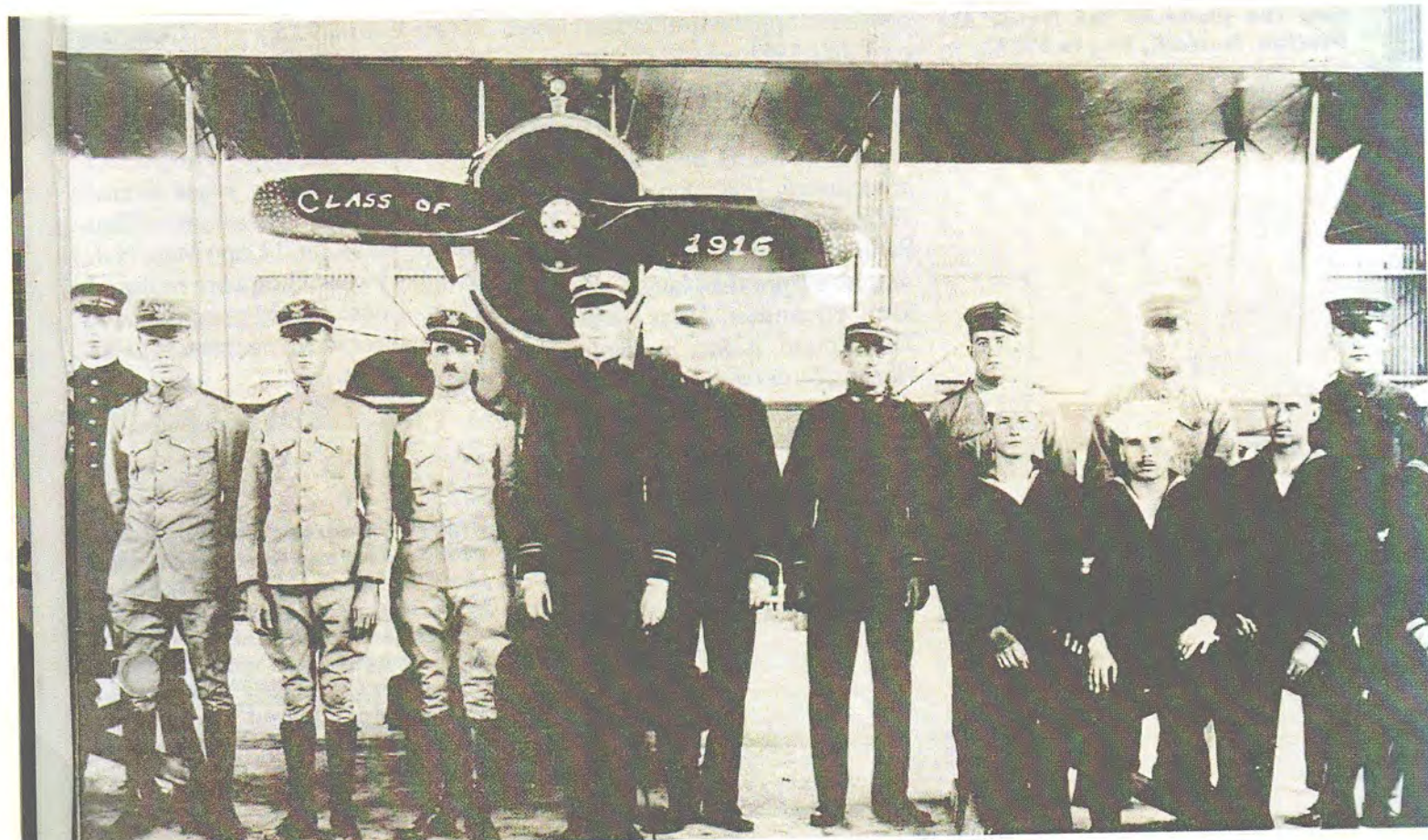


During the 26 years the Coast Guard was located at Glenview, crews flew search and rescue missions over southern Lake Michigan and other bodies of water in the area. Hundreds of boaters owed their lives to the Coast Guard, who flew at all hours and under hazardous conditions. The HH52A Sea Guard helicopters flown by the Coast Guard when they arrived at the base were later replaced by the HH65A Dolphin.



Patrol squadrons began to receive P-3 Orions as replacements for the old P-2 Neptunes in 1974. The P-3s were equipped with the latest submarine-tracking electronics.

Right: Norman B. Hall, a pioneer in U.S. Coast Guard aviation, is pictured second from left with a Curtiss crew in 1916.



Demonstrations of the air and sea rescue equipment fascinated the public at base air show and open house events. In addition to performing the usual water-related rescues, the Coast Guard's unsung heroes plucked trapped construction workers from such unlikely places as smokestacks and water towers.