



# PTEROGRAM

The Official Publication of the Coast Guard Aviation Association  
*The Ancient Order of the Pterodactyl*

Sitrep 1-08 Spring 2008

AOP is a non profit association of active & retired USCG aviation personnel & associates

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***“Hear Ye! Hear Ye! Now Hear This! Listen Up!”  
We roost again in less than eight months!  
ASTORIA, OREGON  
September 11-14, 2008***



The 2008 Roost will go down adjacent to one of the truly great and renowned port entrances in the world, renowned as potentially very hazardous, the Columbia River Bar.

Coast Guard Air Station and Group Commander Captain Peter Troedsson, USCG, Aviator 2551, his roost coordinator LT Rob Potter, USCG, Aviator 3602, and their active duty and retired planners have been hard at it to come up with quarters for all and a venue including the traditional and some new and different.



With the planned dates of the roost in the log, the next waypoint for Ptero travel planning centers on quarters (room) location, availability, costs and contact data.

This time more than one ‘tent’ will be required to accommodate the phlock so it will be especially important to READ AND HEED all information provided in these pages.

Headquarters for roost registration, hospitality and tour takeoffs will be at the Astoria Holiday Inn Express. Some rooms are available there and more are available at other sites as below and on page 3..

Rooms are available in several “Inns” under “Ancient Order of the Pterodactyl.”

Room blocks and rates will expire on 11 August.

*See page three (3) for “Inn” data and a downtown orientation.*

*(for Holiday Inn Express, call the Inn directly rather than through the national line)*



**DUES CURRENT ? — Please CHECK YOUR MAILING LABEL**

**Your mailing label** includes the JUNE DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS 2008, OK, BUT BETTER PAY AGAIN SOON TO STAY IN GOOD STANDING.

Check out page 11 for the renewal application. Thanks for being part of a great mission !

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## President's Corner

Fellow Pterodactyls -

Your Executive Board has been active and diligent as each Vice President has been moving out on a host of issues in his individual "line of business." Here are a few highlights, some of which will be amplified elsewhere in this Sitrep.

VP Museums, Artifacts & Restorations Tom King acquired Frank Erickson's 1931 CG Academy Class ring from e-Bay thanks to the spontaneous donations of a handful of Pterodactyls! It had been stolen from his daughter years ago. She has bequeathed it in perpetuity to the CGAA. We are having it appraised and will explore how and where it should be permanently displayed after consideration of security and insurance. AVTRACEN Mobile looms large in our plans.

VP History Gib Brown and CG Historian Robert Browning are launching review of the 'next 35' of the 'first 500' aviator service record reviews. Captain Mike Emerson's CG-711 team at CGHQ will help read and scan historical documents for the archives.

VP Unit Support & Agency Liaison Art Wagner confirmed standing up AST, LAX, SAN, SFO and ACY detachments last year, completing an exhausting round robin. Art observed an astounding transition at CG Sector San Diego where the Joint Ops Center abounds with USN, FBI, DEA, Harbor Control and other folks. Ron Huddleston is our local Ptero Detachment Rep. This important transitional chapter in CG Aviation needs historical tracking and documentation. VADM Jimmie Hull has a permanent seat for CGAA/AOP on the Navy League National CG Committee and is anxious to support us, as is RADM John Tozzi. They are trying to have the Navy League hold its next annual meeting where people are concentrated.

VP Communications and Media Affairs Gary Gamble and Ptero John Papp have developed a Ptero Bulletin Board at [http://www.aoptero.org/htm/mbr\\_login.htm](http://www.aoptero.org/htm/mbr_login.htm). Login with last name (User ID) and e-mail you use for Pteros (password). You will see, among other things, Job Opening Announcements for aviation related employment.

The Board approved a 2008 budget with 3 hierarchical priorities reflecting \$40,000 in expenditures aimed at re-stocking our supply of annual rescue awards, publishing a year of Pterograms, providing seed money for the 2008 Roost, purchasing Hall of Honor plaques, and renewing our pledges to the CGA Cadet Aviation Club and Aerospace Museum of California.

VP Sponsors, Donors & Benefactors Skip Deacon is working diligently on sponsor renewals.

We've purchased copies of the excellent *Shoestring Productions* video that tells the story of the spectacular helicopter rescue of survivors of the 1946 Sabena DC-4 crash in Newfoundland and the recent posthumous award of the Legion of Merit to the late Captain Samuel Martin, US Army [See page 9's review of a book on the subject..Ed].

We're working with Arlington National Cemetery to correct the inscription on Elmer Stone's tombstone to reflect "Pilot of NC-4 on the First Successful Trans-Atlantic Flight in May 1919." [See page 9 for an upcoming book about Elmer and other CG air pioneers...Ed]

The Ancient Albatross Change of Watch will occur in late June at CGAS Elizabeth City, where VADM Vivien Crea will accept cap, goggles, scarf, coat, and egg from RADM Dave Kunkel. You will receive a formal invitation.

Last but not least, VP National Roost Paul Russell, Captain Peter Troedsson and the Astoria Pteros have been hard at work carving out a plan for our 2008 roost.

*I continue to be proud of CG Aviation personnel and the Pterodactyl volunteer work underway every day in support of active duty forces to preserve their very rich heritage.*

V/R, 1520

## A Wordshot of Group/Air Station Astoria and environs...

**Area of Responsibility: More than 140 miles of NW coastline**

**Personnel: 325 coasties**

**Air Station: HH-60J Jayhawk Helicopters**

**Group Stations: 47-foot and 52-foot Motor Life Boats**

**Missions: SAR, Homeland Security, Enforcement of Laws and Treaties,  
And Maintenance of Aids to Navigation**

**Geography: Quaint resort, great beaches, spectacular scenery,  
nautical and aviation museums, rich maritime heritage  
and much more**



**Astoria beds as close to the Pacific Ocean and the Columbia Bar as you can find**

**Holiday Inn Express**

503-325-6222 / (888) 898-6222

[www.astoriahie.com](http://www.astoriahie.com)

12 Standard rooms: \$129.00

23 River Front rooms: \$155.00

**Cannery Pier Hotel**

888-325-4996

[www.cannerypierhotel.com](http://www.cannerypierhotel.com)

No rooms blocked: \$250

**Hotel Elliott**

503-325-2222

[www.hotelelliott.com](http://www.hotelelliott.com)

21 Standard rooms: \$85.00

(suites available at a higher price)

**Red Lion Hotel**

503-325-7373

<http://redlion.rdln.com/HotelLocator/HotelOverview.aspx?metaID=54>

40 rooms: Double beds \$85.00, King bed \$95.00

**Comfort Suites**

503-325-2000

<http://www.comfortsuites.com/ires/en-US/html/HotelInfo?hotel=OR092>

30 rooms: Queen beds \$95

**Best Western Hotel**

(503) 325-2205

<http://book.bestwestern.com/bestwestern/productInfo.do?propertyCode=38156>

30 rooms: Doubles \$85 9/11, \$95 9/12,13

**Oregon National Guard base Camp Rilea**

Cabin Rentals and RV spots

Contact: Debra E. Starr

(503) 861-4052

[Debra.e.starr@us.army.mil](mailto:Debra.e.starr@us.army.mil)



## A TIMELY EDITOR'S REPORT

Your Sitrep *PTEROGRAM* is an important feature of communication for our association and an historical journal of our activities. So I believe, and, judging from many comments over the years from countless members, so do others believe. Several current matters relating to *PTEROGRAM* warrant bringing to the attention of the membership.

Right off the bat, the genesis of this issue in full color should be explained, in part to assure the members we're not going off the deep end on expenditures. As a matter of fact, we have a printing and mailing firm and process to produce this color and this quality for about what we were paying before, perhaps even a bit less. Part of the research that led to this change occurred because of quality problems we had with our previous printer with whom we earlier had a good relationship and who had been delivering a quality product. Without getting into dollars and cents minutia, Pterogram costs, including mailing services and postage, amount to little more than about two bucks per issue depending on the number of pages per issue and the number of copies printed. Like anything else, that figure can increase with a rise in costs or more pages, but any increase can be offset by a growth in our membership. Nonetheless, based on what other organizations spend on their 'newsletters,' *PTEROGRAM* is a bargain.

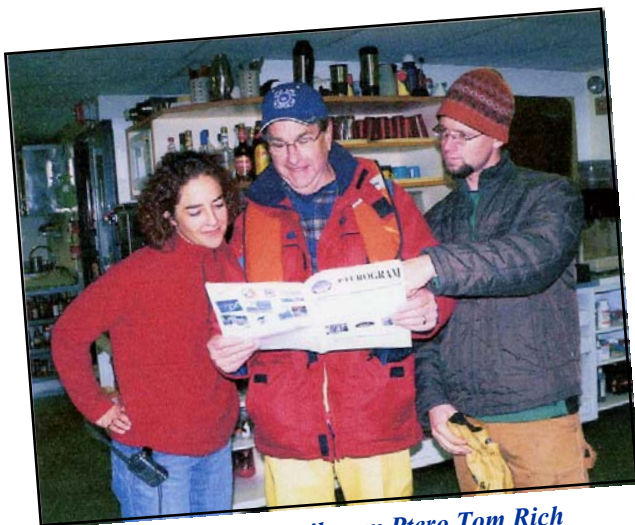
Three decades ago, our founders managed to type out a page or two, get them photocopied by a primitive machine by today's standards, then folded, stapled, stamped and hand addressed them. The production process has slowly but surely evolved, thanks to computerization and communication advances. Format has changed, color has been added, and other improvements and features are likely to evolve in the future.

Ptero Steve Goldhammer, Av 1207, has accepted an invitation to fly wing on your ancient editor for a few cross country legs as associate editor before taking the lead later in the year if the winds are favorable. Standby for more on this transition. In the meantime, submit your articles, correspondence, critiques, suggestions, and recruit a new Ptero while flying safe.

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## PTERO PHOTOS PHROM APHAR PHOR PHUN



*Ancient Email guru Ptero Tom Rich digests a Pterogram at Palmer Station, Antarctica, with Station Manager Rebecca Shoop and Lab Supervisor Phil Spindler December, 2007*

Three different views of a famous Rock



*Ancient Scribe Ptero Ray Copin examining Pterogram at and near Gibraltar, on land just feet from the southern tip of Europe, from sea en route Morocco, and, back on land, from a more familiar look at the Rock October 2007*

**Pteros, Active Duty Flyers and Retired Tourists: Let's show the world our reach.  
Pack a Pterogram, and send in your digitals of devotion to reading our Sitreps.  
In time, Ptero archives will dot the world !**





## A PTERO DETACHMENT REPORT AIR UNIT SUPPORT AND AGENCY LIAISON

*Ptero Art Wagner, Av 769*

*[Several moons back, as previously reported, Ptero Art suggested Pteros in the vicinity of active CG air facilities should unite to support their local CG aviation command in even more personal direct and indirect ways as Navy League (of the U.S.) Councils do at various points 'round the nation. Ptero local 'chapters' were envisioned from the earliest days of the association, but Art's initiative gave impetus to the idea of a growing list of "Ptero Detachments" organized to go beyond collegiality toward substantive support to local commands. Art has developed and distributed a document of suggested guidance for Detachments and has provided periodic updates in previous Pterograms. This offering is his latest, and we hope it will inspire even more support by retired Pteros and understanding of how we're trying to assist the active duty community...Ed.]*

**2007** came and passed as if on supersonic-like wings! Moving at a slower pace, I managed to visit a few of the units and stand up detachments there. Area Pterodactyls were well-represented at Air Station Clearwater for the Dr. Martin Legion of Merit ceremony and the UF2G 1240 ceremonies and at Detachment kickoff meetings in Elizabeth City and Cape Cod and various Changes of Command.

In November, I attended the National CG Active, Reserve and Auxiliary Committee meeting at the annual gathering of the Navy League

of the United States (NLUS) in Palm Desert. We were afforded presentations by CDR Eric C. Jones, Deputy Chief of the Congressional Affairs Office, CAPT Mark Ogle, Ops Chief of the newly formed Deployable Operations Group (DOG), and CDR Joe LeCato, OPS Officer of the CGC Bertholf (WMSL-750). VADM Jim Hull, USCG (RET) provided me with a precious 10 minutes to present our CG Aviation Association's recent efforts and the Detachment concept, both well-received. After the meeting, I showed the Newfoundland Sabena Airlines 1946 crash video [www.AOPtero.org] and, predictably, all were awed by the historical CG use of helicopters to save the 18 survivors.

I took advantage of being on the left coast to visit the C.O.'s at San Diego and Los Angeles and stand up Detachments there. Unfortunately, I was unable to continue on up the coast further as I had originally planned, but we did have a volunteer step up for the San Francisco Detachment.

During these visits, I was struck by the monumental transition CG air units are undergoing as they are tasked with Homeland Security responsibilities, exemplified by the Joint Operations Center in San Diego. Our volunteers and PAOs are very busy documenting these busy times. It's a new era. Some of the following readings will aptly demonstrate what momentous changes are underway:

Examples include the recently

signed and released Joint (USN/USMC/USCG) Cooperative Strategy for 21<sup>st</sup> Century Seapower, first of its kind, on the CG Web Site [www.uscg.mil](http://www.uscg.mil) and in Naval Institute's *Proceedings* and a critique by former Navy Secretary and 9/11 Commission member, John Lehman, who called it a "Bravura Performance." Also on the Coast Guard Web Site, you can read *The U. S. Coast Guard Strategy for Maritime Safety, Security, and Stewardship*.

Also, on the NLUS Web Site, [www.navyleague.org](http://www.navyleague.org), you can find the *Maritime Policy Statement for 2007-2008*. It outlines the subjects that the NLUS supports for each of the sea services. If you click on the Legislative Affairs button on the upper bar, you can access the Coast Guard Caucus list, naming all of the congressmen and women who are members.

While I was at CGAS Los Angeles, I noted a large number of Unit Citations on the wall. When I returned home, I initiated effort to gather Unit Citations from all of units and save them in our archives.

The CG, as you know, has taken some hits over Deepwater Acquisitions and is receiving a lot of oversight on projects. We in aviation have a very positive story to tell and can assist by getting the word out in as many venues as we have the opportunity to do so. Volunteer Ptero Detachments can help even as they more directly help their local CG air commands.



### **EMAIL ADDRESS ALERT — FROM PTERO TOM RICH, OUR EMAIL GURU**

**If YOU are NOT receiving pertinent Ptero announcements via EMAIL, it might be that we do not have your current correct Email address. There will be a TEST MESSAGE sent on 15 April to all Ptero Email addresses. IF YOU DO NOT RECEIVE the message, please send your Name & Current Email address to "[pteros@earthlink.net](mailto:pteros@earthlink.net)." ALSO, some addresses are blocking "[pteros@earthlink.net](mailto:pteros@earthlink.net)." Please unblock it. Continued blockages will result in your address being removed from our list.**





## FLASHING BLADES BROTHERHOOD 'CROSS THE ATLANTIC

by Ptero LT Michael Jackson, CGAS Kodiak, CG Aviator 3480A

*[Ptero "Scott" Jackson, a CGAS Kodiak HH-60J pilot, filed this report on his recent tour of exchange duty with the Royal Navy. The USCG/RN exchange dates back to 1981, and the 12 CG aviators thus far selected have included Scott's successor, Ptero Sean Krueger, Av 3669 and life Pteros Al Gaston, Av 1700, Pete Troedsoon, Av 2551 (CO, AS Astoria), and Kevin Sareault, Av 3130...Ed]*

A close aeronautical relationship between the USCG and the Royal Naval establishment dates to early days of helicopter development during World War II. Some WWII highlights and beyond for researchers to ponder include: Pioneer Igor Sikorsky's work; the British Directorate of Naval Development; Anti-submarine warfare initiatives; Ptero Frank Erickson's vision (CG Helo pilot 1); Trials and demonstrations; Shipboard landing platforms and experiments; Ptero Stew Graham (CG Helo pilot 2) flying a Sikorsky R-4 aboard the British merchant ship SS DAGHESTAN in an historic trans Atlantic crossing; USCG helicopter training for British pilots at Brooklyn, NY; and Post WWII mutual search and rescue developments and sharings. All this and more reflects more than six decades of a "Brotherhood of Flashing Blades" across the Atlantic.

I was fortunate to be assigned by the CG to the Royal Navy from January, 2004 to June, 2007. This assignment is normally 2-1/2 years in length with an option to extend for a year at the discretion of the RN command. I took the extension as my family and I thoroughly enjoyed the assignment (This family assignment was an opportunity of a lifetime...we hosted 4th of July parties, Thanksgiving dinners, participated in all local activities...our kids attended a private school).

I flew 35 hours in the HT1 Squirrel (Eurocopter A-Star) as part of my UK Orientation Course at RAF Shawbury and then reported to RNAS Culdrose for transition into the SeaKing (H-3).

I flew the SeaKing on SAR. Our SAR covered the gamut from long-range 250 NM out, cliff rescues, medevacs, to

warship training support.

One of my most memorable missions was a night launch for a F/V taking on water 80 NM South of the Lizard. Overcast 100 feet, visibility 1/4 to 1 mile, heavy rain. Seas 40-50 feet with a low pressure system passing. We launched, went immediately on instruments, fought 35-40 knot winds en route the vessel, and on radar let down to the vessel, broke out 80' above the water.

The vessel had 4 POB, was listing slightly but making way. Due to the wild pitching of the vessel and the vessel's crew stating the flooding had slowed, I opted to lower a pump rather than our rescue diver. After what seemed an eternity in trying to get the pump down (probably my shoddy flying), we delivered the pump to an area about 4 ft by 6 ft. After briefing the crew by radio on pump operation, they started clearing the bilges and bringing the flooding under control. We orbited and vectored a Royal National Lifeboat to scene which placed the vessel in tow.

We climbed to 2000 feet and made a very quick return to the coast with a 35-40 knot tailwind. The Met Office radioed all local airports had socked in with fog and less than 1/4 mile visibility. We discussed options and did a landfall radar self-letdown on instruments toward Porthleven. Not breaking out, we executed a missed approach back to sea.

We again discussed options and due to our low fuel state (<30 min), we would attempt one more self letdown to Porthleven and then a letdown to the sea and attempt creeping in to Penzance beach. My crew was not NVG (Night Vision Goggles) trained, but I took NVGs since I was one of the Squadron's NVG instructors and used them to aid becoming visual on this approach. (I had conducted ground training with the officer I flew with that night and had him mount a set as well). We broke out visually with the seawall of Porthleven at 1/4 mile and then hover taxied at 40', occasionally pumping the collective to blow fog out of the way, over the beach to Looe Bar, up Looe Lake and a draw to RNAS Culdrose 1.5 miles away using a 1:50000 grid map for navigation.

This flight was nearly 4-1/2 hours in duration. 4 lives assisted and flooding contained. It was good to be home!

As the only "Yank," I attended all formal quarterly Wardroom events and had the opportunity to dine with Princess Anne. As SAR flight commander, I briefed numerous flag officers on UK SAR, represented the RN at two National SAR Conferences, serving as guest speaker at one. I briefed the Second Sea Lord, the CINC UK Maritime Forces, and Commandant of the Royal Marines on SAR and joint training scenarios. I represented the USCG at Poole during D-Day 60th Anniversary celebrations at the request of the CG Director of International Affairs. This was a proud moment as I represented the USCG and marched through Poole/Bournemouth with British WWII veterans who had served with our veterans. These men who could barely walk marched proudly and shared their gracious appreciation for our service and friendship with their country. I shared with the local member of parliament, the Mayor of Poole, and the Mayor of Cherbourg France of the valor of our own Coasties in Flotilla One on D-Day.

A 771 SAR  
Demo with  
CGC EAGLE



I believe this assignment made me a better pilot. I had the opportunity to train alongside some of the finest pilots in the world. They do not have the bells and whistles on their aircraft like we do, but they know their machines. They "man the equipment" vice "equipping the man" like we do. I routinely hoisted to all sorts of vessels as part of my training (M/V, F/V, Sailing boats, Motor yachts, Ferries, etc.). The RN routinely trains to civilian vessels with permission of the vessel's captain. The CG doesn't do this because of liability concerns and trains only with CG vessels. The RN conducts open sea training with an easily manufacturable grapple device (of which I am in the process of seeking approval for CG use).

This exchange tour is by application with C.O. endorsement and is approved jointly by CG Office of Aviation Forces and Officer Personnel Management.



## DOWN UNDER PTEROS

*Submitted by Ptero LCDR Harper Phillips, USCG, Av 3509*

Coast Guard aviation has been working with foreign military services for several decades, and now the Australians are the latest nation in this valuable partnership. Commodore Gerry Christian, Royal Australian Navy, Office of the Naval Attache in the Australian Embassy, initiated contact with our Coast Guard regarding a possible pilot loan program. The RAN had a surplus of pilots who had completed initial training, but a lack of operational cockpits threatened to significantly disrupt workforce integrity and future readiness in the RAN aviation community. Timing was perfect because of the recent growth in Coast Guard aviation as a result of the new CASA aircraft, the National Capital Region mission, and missionized C-130J aircraft. While the Coast Guard is working several long term initiatives to resolve pilot shortage, RAN pilots can provide immediate relief to duty schedules.

Within a few months of initial conversations, a Memorandum of Understanding was signed between the RAN and USCG. Shortly afterward, the first Australian aviators were showing up at operational Coast Guard air stations for a three to four year tour. Four pilots are currently stationed at Air Stations Cape Cod, Miami, San Diego, and San Francisco. Two are flying the HH-65 Dolphin, and the others the HH-60 Jayhawk. After getting settled at

their new units, they were processed into the training pipeline at ATC Mobile for transition courses.

LT Ben Wenban was the first Aussie to complete the transition course in August of last year. The Australian pilots are going to be doing more than just standing duty and flying. They are being completely assimilated into wardrooms and given collateral duties such as the unit training officer and scheduling officer.



*ATC Instructor LT Kerry Blount  
and LT Ben Wenban, RAN*

Before signing the MOU, the Office of Aviation Forces at Coast Guard Headquarters researched the Australians training program revealing a world class program with a rigorous, challenging and high quality training regimen. The primary focus for the USCG is to maintain safe and effective mission execution.

The program is tracking very well with RAN pilots exceeding all expectations. As a result, three new pilots have recently been added to

the program. They arrived at the end of January to their new units, Air Stations Astoria, Los Angeles, and Corpus Christi. They will start transition courses in March and be standing duty at their respective units in time for the busy summer SAR season.

In addition to providing cockpits for the RAN and duty standers for the Coast Guard, this loan program provides great benefits by allowing both services to share best practices, training techniques, operational experience, and other operational wisdom. The Coast Guard pays for training and operational expenses, and the Australian government funds pilot pay and allowances.

The Coast Guard currently has more conventional pilot exchange programs with Canada and the United Kingdom. Two Coast Guard pilots are flying with each nation, and in turn, those nations have pilots embedded within the Coast Guard. These exchanges have been extremely beneficial and have enhanced international working relationships. The Coast Guard is currently not sending pilots to the RAN, but that might be a possibility once the number of pilots balances out on both sides of the Pacific in the future.



## TAPS

**We regret to report the following members have logged their last flight.**

**Kwang-Ping Hsu, Av 1052**  
**Richard G. Kerr, Av 734**  
**David Priddy, Av 1036**  
**James A. Thach, II, Ptero 2499A**





# MAIL



*Delivering this issue's mail is the service's newest maritime patrol aircraft, the Ocean Sentry HC-144A*

## LOW FLIGHT

Ptero Howie Thorsen perceptively writes to ask who is/was "The Silver Eagle" who authored the Low Flight poem which because of its words says it had to be a coastie. Most have seen "High Flight," the classic poem attributed to a John Gillespie, Jr., a plaque of which is still available at the Naval Aviation Museum store. Many of us have seen but may not have the "Low Flight" plaque that Howie has. There are other Low Flight poems to be found on the web but only Howie's, signed by or, at least, attributed to "The Silver Eagle" which Howie points out includes CG talk, like "autoed, hoisted and beeped..." and "...never goat nor even C-130 flew..." The poem begins with "Oh, I have lifted vertically from the ground And humbly joined the sky while wings swept round" and ends with "...And somewhere God looked at me and smiled." Thanks, Howie, for lobbing this quest into the mix. So, stand up, ye Silver Eagle and ID thyself for a masterful effort to unite our language with our heritage. AND should the Silver Eagle not have his helmet on and listening, please, readers, if you have a clue as to who is the "real" Silver Eagle, let us know.

-Condensed from emails  
from Ptero Howie, Av 776

## MORE POETRY

This poem, "Guardians of the Sea, So Others May Live" was penned by Ariel Wood, a young girl I consider one of my student recruits for the CG and who has aspirations of applying to enter the CG Academy with the Class of 2015.

What is in the Coast Guard name?  
I bet you would never guess unless you know what matters. What matters most is the value of human life.

The duty, the honor, the sacrifice.  
Protecting the Homeland, living for the woman and men who don't know your name who you've never met.

The trust you put in your fellow coasties and the way you pray:  
God help me help those in need,  
let me save them.

Let me be a Guardian of the Sea.  
The way when asked you smile broadly and boast "yes, we are the smallest branch of the military,  
but we are proud to be the United States Coast Guard helping you live and be free."

Ptero Jamie Cronenberger, Av 3685  
LT, USCG, CGAS Clearwater

## ANYBODY HAVE?

[Honorary Pteros Mike and Dottie O'Rourke are retired Air Traffic Controllers and modelers who manufactured and provided the PtablePtop Ptero" decorations at the '07 roost banquet and who plan to donate to the association a sizeable and valuable detailed collection of CG airframe models. They seek answers to the following list of queries. If you know the answer or can provide a lead, contact them on line at [wmor@verizon.net](mailto:wmor@verizon.net) or any of us for forwarding to them. They and we will appreciate your comms...Ed]

1. Anybody have info on two, possibly a third SB2C flown out of NAS Kaneohe, HI by CG crews during late 1945? They were used to make a speedy transit to distress scenes and drop survival items stored in the fuselage weapons bay. We have documented three of these aircraft used at CGAS San Diego immediately after WWII. We'd love photos, tail numbers, etc!

2. Anybody have photos or drawings of "USS Maldemer:" the land-based platform constructed by CG personnel at CGAS Brooklyn to simulate the rolling motion of a ship's deck for helicopter landing practice?

3. Anybody have photos of Curtiss

R5C-1 (ex-USAAF C-46A) aircraft operated between '46 and '50, mostly out of E-City?

4. Anybody have pictures without the aircraft and drawings of Higgins Industries A-6 air droppable life boat carried on PB-1G (SB-17G) aircraft? I have the official CG numbers assigned to all of the boats.

All information will be handled very carefully and returned with 2 weeks.

Pteros Mike and Dottie

## COSMIC AIR REUNION

[Younger or newer Pteros might not know of this group so here's a very brief lob...pilots and aircrews who traversed the great Pacific to and fro its western reaches from the '40's on have gathered periodically and informally, usually in the west to just be together, exchange a few lies, etc., but mainly to stay attached. Many who attend these gatherings regularly or occasionally are also Pteros. I have had the privilege of attending. Mainly, all Cosmic Air attendees are aeronautical coasties and more than worthy of our heartiest well wishes...Ed]

Announcement flyer received by email: The 2008 Cosmic Air Reunion, theme — "Scenic Views of the Blue Pacific from Low Altitude," will take place at the Lake Tahoe, NV Montblue Resort Casino & Spa, 18 - 20 May. Room rate \$79. Register at (866) 844-2696 with code "STUSCG8 or US Coast Guard Air Reunion." Room rate good 'til 18 April.

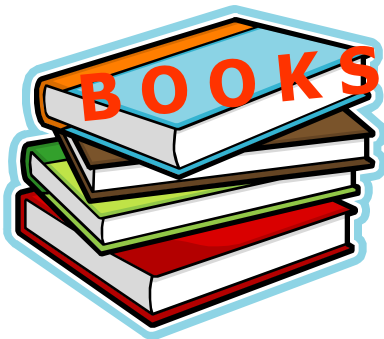
Contact Linda Etheridge at (707) 869-0157 or at [LEther7294@aol.com](mailto:LEther7294@aol.com) or Pat Peden at (775) 722-7252 or at [patpeden@phonewave.net](mailto:patpeden@phonewave.net) with questions and/or to sign up.

Someone's Aviation Terms:

Hydroplane—An airplane designed to land long on a short, wet runway.

Range—Usually about 3 miles short of destination.

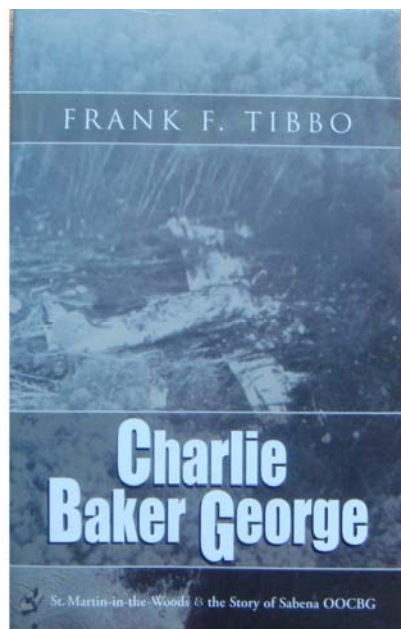




## Charlie Baker George

by Frank F. Tibbo

*St. Martin-in-the-Woods & the Story  
of Sabena OOCBG*



Followers of the great volunteer vigilance and persistence of our diligent history committee leading to the 2007 presentation of a posthumous Legion of Merit to Captain Samuel Martin, M.D. U.S. Army will recognize Mr. Tibbo's work. His book, first released in 1993 and reissued with additional information in 2005, contributed significantly to research by our volunteers.

"Charlie Baker George" tells tales of not only Dr. Martin's expertise and determination but of the Coast Guard's innovative rescue coordination. Disassembly, air transport and reassembly of two helicopters, survival rafts moving injured one by one across a lake in the Newfoundland wilderness to CG PBV Catalinas for further air lift to hospital care, the air drop of lumber to create two helicopter landing platforms on muskeg and

more are described in "CBG." The great story of the rescue of 18 survivors of the 1946 crash of the Belgian Sabena Air DC-4 near Gander, Newfoundland, and, to a large degree, Mr. Tibbo's work has inspired many articles and a recently completed video mentioned in our President's Corner on page two.

Our association's publicity has led to the recent recovery of additional on scene footage and photos so look for even more information to come about that great SAR case. In the meantime, "Charlie Baker George" is recommended for your reading and library. To obtain a copy, contact Breakwater Books, Ltd at P.O. Box 2188, 100 Water Street, St. John's, NL A1C 6E6, (709) 722-6680 or [www.info@breakwater.nf.net](http://www.info@breakwater.nf.net).

A final thought expressed in an earlier article by ye Ancient Editor: this would be a great movie!

*RJC*



## Float Planes, Flying Boats and First Aircraft Carriers -

**The Era of Extraordinary  
Collaboration between the Navy and  
Coast Guard Aviators 1910-1938**

by Ptero Bob Workman, Av 914

Not quite yet published, but well on course to print, this tome is previewed here in part because awareness of Ptero Bob's effort, research and knowledge resulted in questions about our Elmer Stone, CG Av 1, in addition to the Arlington Cemetery project noted on page 2 by our association president. To set the stage...

In early January, 2008, our esteemed Ancient Albatross #20, Life Ptero, CG Aviator 1726, Commander, Seventh CG District, Rear Admiral David Kunkel, USCG [*An intro title hard to beat...Ed*] signaled that since January 22 was the birthday of CDR Elmer Stone, CG Av #1, we should honor that event by wearing flight suits on that day. Aviators and aircrewmembers round the world did not object...why would they? Other results were visible. The Mayor of Mobile, Alabama issued a proclamation declaring 22 January as CG Aviation Appreciation Day in honor of Elmer's birthday. After that, other questions surfaced which Ptero

Workman was able to answer on the basis of his exhaustive research. Bob notes that his "book is not only about Stone, but our first six aviators and the first eight Navy aviators and their involvement together in developing early Naval Aviation." Here follows a direct quote from Bob's book [*Remember, you saw it here first...Ed*]:

"Stone was born on a farm in Livingstone, NY on January 22, 1887. His family moved in 1895 to a sheep farm in Norfolk, VA where his younger sisters were born. Stone learned attention to detail, discipline, responsibility and hard work ethics on the farm before graduating from high school in Norfolk. In 1910, at the age of 23, Stone qualified as a U.S. Revenue Cutter Service Cadet, passing required examinations with higher scores than any other applicant that year. He was appointed "Cadet" on April 30th in the Revenue School of Instruction, the forerunner of the U.S. Coast Guard Academy. Stone graduated June 7, 1913, completing an engineering curriculum and receiving a commission as Third Lieutenant, USRC. It was not until the 1930s that service academies started awarding formal education degrees. It was not until near the end of WWI that the service converted to Navy rank structure."

Ptero Bob is quick to declare that as proud as we are and should be that Elmer piloted NC-4 across the Atlantic (wow, just 13 years after the first manned flight by the Wrights at Kitty Hawk!), Bob points out that "The CG has short-changed Stone by only saying he was pilot of NC-4" because he accomplished for the CG and the Navy many, many things over the decades following the historic NC-4 flight. You'll have to wait for Bob's book for the details cementing this argument.



*Another Aviation Term (RW):*

DESTINATION - Geographical location 30 minutes beyond bladder saturation of the most challenged crewmember.



## Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT School is 20-weeks long and a typical class has 20 students. The AET School is 20 weeks long and typically has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are 2006 and early 2007 Honor "grads" which we are proud to salute in a new Sitrep feature. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

### Honor Graduate

AET Bruce Twombly  
AMT Charles Abernathy  
AMT3 Kelly Marsh

### Assignment

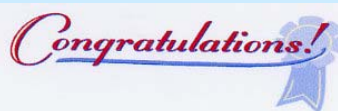
Kodiak  
Los Angeles  
ATC Mobile

### Honor Graduate

AMT3 Gregory Sykes  
AET3 Matthew Leonard  
AST3 Jonathan Niel

### Assignment

Kodiak  
Savannah  
Traverse City



**TO LCDR OLAV SABOE, Aviator 3462, CGAS New Orleans Engineering Officer, for being selected for the prestigious Captain John G. Witherspoon Inspirational Leadership Award. This USCG award**

**recognizes a Coast Guard officer who best exemplifies the Coast Guard core values of honor, respect and devotion to duty. LCDR Saboe will be recognized in a ceremony at CG Headquarters.**



## NEWLY DESIGNATED AVIATORS

The following pilots have been designated as Coast Guard Aviators and have been provided with a first year dues-free membership in the Association. Welcome aboard, Pterodactyls!! We salute you and wish you safe flight. We envy the thrills, opportunities and satisfaction which are on and beyond your individual horizons. As you settle in at your initial and subsequent assignments and carve out future CG aviation history, we hope you will maintain your membership and stay tuned to your rich heritage. As busy and focused as you are on many things, you are history-in-the-making, and you will want to preserve that history as well as that of those before and around you today. Your modest annual dues will help to keep you informed and make possible active duty awards, memorials and CG aviation history-preserving-projects. **Congratulations and Welcome Aboard!!!**

### CG Aviator Nr.

3896A Todd Cosky	Washington
3899A David Shook	Washington
3900 Rolla Boggs	Los Angeles
3901 Adam Cernovich	Miami
3902 Stephen Drauzewski	Astoria
3903 Mark Dukti	Detroit
3904 Christopher Enoksen	Clearwater
3905 Starr Parmley	Clearwater
3906 Adam Wolfe	Humboldt Bay
3907 Maria Adney	Atlantic City
3908 Michael Adney	Atlantic City
3909 Ryan Angelo	Borinquen
3910 Bryan Hoyt	Clearwater

### CG Aviator Nr.

3911 Kelly Duetermann	Miami
3912 Jason Gale	Elizabeth City
3913 Joseph Gallagher	Detroit
3914 Marc McDonnell	Barbers Point
3915 Neil White	Miami
3916 Bradley Winans	Mobile
3916A Todd Vorenkamp	Washington
3917 Michael Faulkner	Sacramento
3918 Matthew Guilly	Houston
3919 Catharine Johann	Barbers Point
3920 Arthur Mahar	Miami
3921 Charles Mathis	Savannah





The images here from the fall 2007 'Gram (which unfortunately suffered printing deficiencies) are reprinted here in honor of the crew of HU-16E 1240. As reported earlier, ceremonies on 29 May 2007 at CGAS Clearwater dedicated this plaque in honor of their memory.



This 81 inch wing-span model of an HU-16E was built by Ptero Bob Workman, Av 914, and adorned the hospitality area at the 2007 Roost. Bob's work is shown here in further honor of the crew of 1240.



# In Honor and Memory of the Flight Crew of HU-16E CGNR 1240

Lieutenant Clifford E. Hanna (U.S. Coast Guard Aviator #1061)  
Lieutenant Junior Grade Charles F. Shaw (U.S. Coast Guard Aviator #1199)  
Aviation Machinist Mate First Class Ralph H. Studstill  
Aviation Electronics Technician First Class Eckley M. Powlus, Jr.  
Aviation Electronics Technician Second Class James B. Thompson  
Aviation Electricians Mate Third Class Arthur L. Wilson

These brave aviators gave the last full measure of devotion to their duty  
March 5th, 1967

## May They Never Be Forgotten

On the evening of March 5, 1967 the 40-foot yacht *Flying Fish* became disabled and began sinking. CGNR 1240 was dispatched from Coast Guard Air Station St. Petersburg to assist the vessel. Despite a heavy blanket of fog, CGNR 1240 located the *Flying Fish* just before 2100 hours. CGNR 1240 made a low pass over the distressed vessel, dropping a dewatering pump with near perfect precision, and disappeared into the foggy night.

Presented by  
The Coast Guard Aviation Association  
(The Ancient Order of the Pterodactyl)  
and  
The Foundation for Coast Guard History

2007



**Dues are tax deductible**

## CG Aviation Association Multi-mission Form

### Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

(Renewals need enter only corrections/additions — see mailing label)

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#### Sign me up for:

- ☐ Life Membership \$ 250 (includes a Ptero Pin)
- ☐ Annual Membership \$ 15 active duty (\$20 other)
- ☐ Ptero Ball Cap \$ 20 (includes postage)
- ☐ CG Aviation History Book \$ 50 " "
- ☐ Book: *So Others May Live* \$ 25 " "
- ☐ Ptero Bumper Stickers \$ 3
- ☐ Ptero Patch, 4 inch \$ 8

(Visit [www.AOPtero.org](http://www.AOPtero.org), click on "Store" for more)

Total Enclosed:

\$

#### Please check all below that apply:

- ☐ CG Active ☐ CG Retired
- ☐ CG Reserve ☐ Former CG(not ret)
- ☐ CG Auxiliary ☐ Other Supporter

☐ CG Aviator (Data if known:)

Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_

Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service \_\_\_\_\_ Country \_\_\_\_\_

CG dates served: \_\_\_\_\_ to \_\_\_\_\_

☐ Other: \_\_\_\_\_

☐ Please send me how-to-help info!

#### MAIL TO:

The CG Aviation Association  
P.O. Box 222905,  
Chantilly, VA 20153-2905

Feb2008 Please make copies of this form and pass it on.



**2008  
ROOST  
PRE-PHIGHT PLANNING**

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**AUSSIE'S page 7**



**771<sup>st</sup> Royal Naval Air Squadron  
Page 6**

**THAT'S NOT  
ALL !!**

**Coast Guard Aviation Association  
The Ancient Order of The Pterodactyl  
P.O. Box 222905  
Chantilly, VA 20153-2905**



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