



PTEROGRAM

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

Sitrep 1-09 Spring 2009

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

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Calling all Pteros and their Aircrewmembers!
Save the Date!
Our next "Roost" is on the horizon!
ELIZABETH CITY, NORTH CAROLINA
October 1-4, 2009

The 2009 Roost will be hosted by Ptero CAPT Ed Gibbons, Aviator 2761, CO, CG Aviation Logistics Center, and his crew with CDR Dan Baravik, Aviator 3264, serving as Roost Coordinator. The Aviation Technical Training Center, Air Station, Support Center, and several retired local Pteros will also be providing support for this monumental effort. Our last ECity roost was in 2003. Roost HQ will be at the Fairfield Inn with several supporting "nests" to accommodate the expected phthrong. Please see Page 3 for the selection of places to hang your helmet bag. Make your reservations early so you don't miss out on your #1 choice. Say "Coast Guard Pterodactyl Roost" to get the roost rate. The ptentative roost schedule is on Page 4. Registration info will be in the next Pterogram issue. If you've never been to ECity, prepare yourself for a "step back in time," but not as far back as it would have been a few years ago.



DUES CURRENT ? — *Please CHECK YOUR MAILING LABEL*

**Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS June 2009, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.**

NOTE

Changes in dues were approved at the 2007 business meeting and became effective in 2008.
Check out page 19 for the renewal application and current dues.

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A Message from 1520 (CGAA/AOP President):



My dear colleagues:

Calling all Pterodactyls! Our Association is rolling ahead with grand plans for a great 2009 Roost in Elizabeth City, North Carolina, the "cradle of Coast Guard Aviation." This year we are trying something new. There will be two "tracks" for the gala weekend – a "traditional roost" track of golf, tours, and social events...and a "professional discourse" track of presentations, discussion panels, sponsor exhibits, and technology demonstrations. You can pick and choose – mix and match. At the center of all of this will be the ribbon-cutting of the Coast Guard Aviation Exhibit at the Museum of the Albemarle. I hope you can arrive early on Thursday morning to attend the Ancient Albatross Change of the Watch on board Support Center Elizabeth City (exact details to be forthcoming). There will be, as always, liberal opportunities for camaraderie at the Roost Headquarters at the Fairfield Inn. I won't spoil the surprises, but I think there will be many! Expect a grand time, presented by our gracious host, Captain Ed Gibbons of the brand new Aviation Logistics Center Elizabeth City. We have some superb accomplishments to tell you about this year. I'm looking forward to seeing you all!



1520



Taps

We regret to report that the following members
have recently logged their last flight:

ADC James E. Potts, P-2178 5/20/08

LCDR Leonard H. Henell, Aviator 1375 6/5/08

RADM John D. McCubbin, Aviator 101 11/3/08

CDR Harry N. Hutchins, III, Aviator 1196 11/15/08

CDR Daniel J. Garrett, Aviator 242 11/30/08

CDR William G. Fenlon, Aviator 270 12/20/08

CAPT William J. Bickford, Aviator 761 1/9/09

CDR William F. Meininger, Aviator 1536 2/1/09

Pterodactyl Roost Nesting Options Elizabeth City, NC; Oct 1-4, 2009

Roost registration and hospitality suite located in the Fairfield Inn

Fairfield Inn

(252) 333-1003;

<http://www.marriott.com/hotels/travel/orfec-fairfield-inn-and-suites-elizabeth-city/>

Rooms blocked until August 15, 2009

Standard room (Queen or King) \$85 plus tax

Suite \$105 plus tax

Oct 1: Queen/King – 40 rooms, Suites – 10 rooms

Oct 2: Queen/King – 79 rooms, Suites – 18 rooms

Oct 3: Queen/King – 79 rooms, Suites – 18 rooms

Oct 4: Queen/King – 20 rooms

Hampton Inn

(252) 333-1800; [http://hamptoninn.hilton.com/en/hp/hotels/](http://hamptoninn.hilton.com/en/hp/hotels/index.jhtml;jsessionid=KU5GJBNZAUJ4GCSGBJC222Q?ctyhocn=ECGNCHX)

[index.jhtml;jsessionid=KU5GJBNZAUJ4GCSGBJC222Q?ctyhocn=ECGNCHX](http://hamptoninn.hilton.com/en/hp/hotels/index.jhtml;jsessionid=KU5GJBNZAUJ4GCSGBJC222Q?ctyhocn=ECGNCHX)

Rooms blocked until August 1, 2009

King (1 King Bed) \$85 plus tax

Double (2 Double Beds) \$85 plus tax

Oct 1 through Oct 4: Kings – 38 rooms, 5 smoking; Double – 52 rooms, 4 smoking

Quality Inn

(252) 338-3951;

[http://www.qualityinn.com/hotel-elizabeth_city-north_carolina-NC377?sid=L\\$NEM.FnCCNgQw0.7](http://www.qualityinn.com/hotel-elizabeth_city-north_carolina-NC377?sid=L$NEM.FnCCNgQw0.7)

Rooms blocked until August 1, 2009 Queen (1 Queen Bed) \$63.86 for one person, \$7/person additional

Double (2 Double Beds) \$63.86 for one person, \$7/person additional

Oct 1 through Oct 4: Queens – 20 rooms, 5 smoking; Double – 20 rooms, 10 smoking

Holiday Inn Express

(252) 338-8900;

<http://www.hiexpress.com/h/d/ex/1/en/>

[hotelsearchresults;jsessionid=IJBTLGVQ4Z1JYCTGWAKCIIQKM0YDKIY4? requestid=437758](http://www.hiexpress.com/h/d/ex/1/en/hotelsearchresults;jsessionid=IJBTLGVQ4Z1JYCTGWAKCIIQKM0YDKIY4?requestid=437758)

Rooms blocked until September 1, 2009

Single (1 King Bed) - \$75 plus tax

Double (2 Queen Beds) - \$75 plus tax

Oct 1 through Oct 4: Singles – 10 rooms, Doubles – 20 rooms

Executive Rooms available upon request for additional \$10/room


Add \$10/person after 2 people per room

Coast Guard MWR

(252) 335-6482; <http://www.uscg.mil/mwr/lodging/ECityLodging.asp>

No cabins, trailers, or camp sites have been blocked.

Reservations may be made within 60 days of your visit.

There are (6) two-bedroom mobile homes, completely furnished, including Direct TV, and sleep 6 people. The (3) beach side cabins are one-bedroom, one loft, screened porches, and sleep up to 6 people. The RV spaces have water/sewage/electric (110v) hookups. Restrooms, laundry, and sewage dump are available. Pets are not allowed in the mobile homes or cabins. Pets are allowed on leash in camping area. 

Roost 2009 Ptentative Schedule

Thursday, 1 October:

Ancient Albatross Change of Watch, Professional Development Sessions, Roost Registration, Historic Ghost Walk.

Friday, 2 October:

Registration, Professional Development Sessions, Golf, ECity Walking Tour & Tea, A/C Static Display, Fashion Show & Lunch, Civil War Trail, Swamp Creatures, Science of Wine, Social/Ribbon Cutting at Albemarle Museum.

Saturday, 3 October:

Bocce Ball Tournament, Downtown Market, Civil War Trail, Fighter Factory Tour, Professional Development Sessions, Museum Activities, Weeksville Wine Country, Swamp Flowers, Walking Tour & Tea, Awards Banquet.

Sunday, 4 October:

Business Meeting, Professional Development Sessions, HH-65C 6505 Dedication, Picnic.

**AIRSTA Cape Cod
Honors 18 February 1979
HH-3F Crew Loss**
Adapted by ye editor from a 19 Feb

CGAS Cape Cod took a brief respite from its busy activities on 18 February to commemorate the loss of four crewmen (LCDR James Stiles, Canadian Forces Capt. G. Richard Burge, PO2 John Tait, and PO2 Bruce Kahler) of HH-3F CGNR 1432 exactly 30 years ago. The lone survivor was PO2 Mark Torr. The helo crashed 180 miles offshore while attempting to rescue an injured sailor off a Japanese F/V during a winter storm. "Not a day goes by where I don't think about that occurrence and the people involved. This is priceless...irreplaceable," Torr, 50, said. The crash had such an impact on him that he left the CG about a year later. "I tried to re-engage, but I knew it wasn't going to happen. We were supposed to go out there and save people's lives, but after getting dipped in the water 200 miles out to sea, I knew I would never be the same. I couldn't put people at risk knowing I wouldn't be 100 percent," he said.

The families of Stiles, Burge, Tait, Kaehler, and Torr all attended the morning memorial service along with more than 100 special guests and over 350 AirSta personnel. Ptero CAPT Dan Abel, Aviator 2445A and AirSta CO, introduced Ptero RADM John Currier, Aviator 1877 and 13th District Commander,

who was stationed at Cape Cod in 1979. He gave a poignant address and reminded the audience that the legacy of the crew's ultimate sacrifice led to advancements in CG safety, training, technology, and risk management. Stiles' daughter, Catie Diesenbaugh, 34, thanked Torr for "living all these years" as her father "would have wanted." "Each day we live, we honor these five brave souls," she said. She noted that she is now older than her dad was at his passing.

The Cape Cod Times article on 22 February 1979 quoted Ptero Capt Art Wagner, Aviator 769, then AirSta CO: "They will never be forgotten. They set down a high standard for all of us to follow." RADM Currier reflected on that legacy during his remarks: "They set the bar so high that the heroic actions of these young people today have become expected. I'm here to tell you that their lives were not lost in vain. We always remembered."



The service was followed by a wreath laying at the memorial plaque outside the hangar. After a luncheon, two more wreaths were laid from a CG helo over the waters of Falmouth Heights Waterfront Park Beach by Torr and retired Coast Guardsman Rex Barton.



CG Academy Hosts Annual Fly-In

by Enlisted Ancient Al #8 Ptero
Pete MacDougall, P-2900

In October 2008, the Academy Aviation Club hosted its annual "Fly-In" for CG Academy Cadets, CG Flight Crews, CG Aux members, and their flying machines.

The purpose of the annual Fly-In is to provide the Cadets and their OCS counterparts a well rounded exposure to all things CG Aviation. This is currently the one official event at the Academy that recognizes the wonderful world of CG Aviation that we know and love. This year we had a great turnout of aircraft and crews, both rotary and fixed wing, military and civilian (Aux).



On Friday afternoon an HH-65C from AirSta Atlantic City arrived on the Parade Field at the Academy, and immediately threw out the "welcome mat" and began giving tours to cadets and a group of potential cadets accompanied by the Admissions Staff. The sun was shining and the aircrews did a super job of showing off their "C" model Dolphin! Also on Friday, a new See **Academy Fly-In**, Page 14



Pteros ASMCM Larry E. Farmer and ADC Oliver F. Berry Inducted into CG Aviation Hall of Honor

by Ptero Gary Gamble, Aviator 1826



The Coast Guard Aviation Association, the Ancient Order of the Pterodactyl, inducted Ptero Master Chief Aviation Survivalman Larry E. Farmer, P-2898, and, posthumously, Chief Aviation Machinist Mate Chief Oliver F. Berry into the Coast Guard Aviation Hall of Honor on Friday, 21 November 2008 at ATC Mobile.

Prior to the ceremony, Master Chief Farmer and family were guests of the Ptero's at lunch in the ATC Mobile Wardroom hosted by ATC Commanding Officer Captain Steve Truhlar. Immediately following lunch, Master Chief Farmer, accompanied by his family, guests and the Official Party, proceeded to Hangar 2 at ATC for the induction ceremony. (Hangar-2, for those not familiar, is the newest hangar at ATC and was constructed to accommodate the new HC-144 Ocean Sentry patrol aircraft as well as the HH-65 and HH-40 rotary wing aircraft at ATC).

Following the invocation, Captain Truhlar welcomed the guests which included Master Chief Farmer's family, friends and business associates from around the country, Captain Jeff Pettitt from the CG Liaison Office in Pensacola, former Master Chief Petty Officer of the CG and Enlisted Ancient Albatross Eric A. Trent, and many others.

Past Ptero President Captain

George Krietemeyer gave the introduction to the Hall of Honor Ceremony, recalling the history of CG Aviation and briefly describing the contributions to Coast Guard Aviation of each of the previous Hall of Honor recipients, leading up to ASMCM Farmer and ADC Berry.

Ptero President Captain Mont Smith officiated in presenting the plaques and relating the accomplishments of ADC Berry and ASMCM Farmer, including messages of congratulations from many of Master Chief Farmer's past shipmates.

Following receiving his plaque and being officially inducted into the Hall of Honor, Master Chief Farmer took to the lectern and acknowledged the distinction of being inducted into the Hall of Honor and the support of the many shipmates and mentors that had helped to bring him to the dais on this day. Master Chief Farmer was then presented with a special gift of recognition from his family, a large framed photograph of Larry in his flight suit and helmet from his early days in Coast Guard Aviation.

Following the benediction, Master Chief Farmer, friends and guests were invited to a reception in the ATC Officers Lounge, courtesy of the Ptero's.

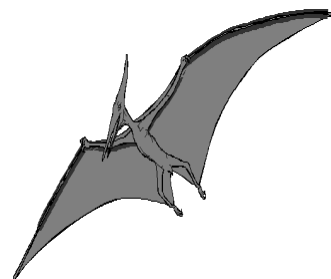
At the end of the day, all of the remaining refreshments, and there were quite a bit, were provided to the duty section as was fitting.



Ptero Achieves CG Flight Milestone Posthumously

by Ptero Steve Goldhammer,
Aviator 1207

Ptero Leonard H. Henell, Aviator 1375, retired in 1987 and passed away in June 2008. A recent review of Len's Flight Log by Ptero Rod Leland, Aviator 1556, revealed that Len had accumulated 4,703.6 flight hours in the HH-52A. This eclipses the previously claimed HH-52A flight time record of 4,630.3 hours by yours truly. Back in 1990, Ptero Hugh O'Doherty, Aviator 1732, conducted an "HH-52A Trivia Contest" in the CG magazine "Flight Lines" (remember that ?) to commemorate the retirement of the venerable HH-52A. I was the only pilot who submitted any "trivia." Unfortunately, Len apparently wasn't aware of the contest. So, I salute Len's achievement and will be proud of my second place position, unless anyone else steps forward to claim it.



COAST GUARD AIR STATION PORT ANGELES

by Lieutenant Christian Polyak, Aviator 3805

"Where the mountains meet the sea. . ." The Port Angeles city motto says it best – CGAS Port Angeles has the responsibility for operating in a unique AOR that presents its share of challenging yet rewarding missions. The men and women of CGAS Port Angeles continually rise to the challenge and execute the Coast Guard's missions with professionalism, technical expertise and a deep sense of devotion to duty.

The Coast Guard's presence in Port Angeles began on 1 August 1862 with the arrival of the SHUBRICK, the first Revenue Cutter to be stationed on the Olympic Peninsula. Ediz Hook, a level 3-mile sand spit extending from the mainland North and East into the Strait of Juan de Fuca, was declared a Federal Lighthouse Reservation by President Lincoln in 1863. The first lighthouse was commissioned on 1 April 1865.



The Air Station was commissioned on 1 June 1935, becoming the first permanent Coast Guard Air Station on the Pacific Coast (and now the oldest continuously operating CGAS). Its location was chosen for its strategic position of coastal defense for the Northwest. The first aircraft, a Douglas RD-4 amphibian, arrived 11 June 1935. 75-foot patrol boats were also stationed at the new unit. During WWII, the Air Station expanded to include a gunnery school training aerial gunners and local defense forces. A short runway was added to train Navy pilots for carrier landings. It also hosted independent units such as Naval Intelligence and was Headquarters of the Air Sea Rescue System for the Northwest Sea Frontier Area. By the end of 1944, the Air Station had 29 aircraft assigned. In September 1944 the station officially became Coast Guard Group Port Ange-

les, with several sub-units. Today, Group Port Angeles is comprised of the Air Station, four small boat stations and eight patrol boats.

In 1946, the first helicopter, a Si-



korsky HO3S-1G arrived. This was replaced in 1951 with the Sikorsky HO4S helicopter (the "Eggbeater"). The last fixed wing aircraft, the Grumman HU-16E Albatross (the "Goat") was retired in 1973. Since then the Air Station has been home to helicopters only, starting with the HH-52A "Seaguard," first acquired in 1965. The HH-52A was replaced in 1988 with the new American Eurocopter HH-65A Dolphin twin turbine helicopter. Three Dolphin helicopters are now stationed at CGAS Port Angeles.

CGAS Port Angeles received the upgraded HH-65C in July 2007, marking a significant improvement in aircraft capability and emergency single-engine flight performance. The HH-65C was replaced by the MH-65C in May 2008. The MH-65C includes an upgraded avionics suite, but most notably it provides hardware required to mount weapons for the Coast Guard's Airborne Use of Force (AUF) mission. CGAS Port Angeles officially completed the AUF transition in November 2008 and stands ready to employ this capability in the Homeland Security and National Defense arena within Puget Sound.

CGAS Port Angeles' proximity to the Olympic Mountains has not only diversified its flight environment, but also brought about some exciting SAR cases within the past few years.

Most notably, after extensive pre-flight planning, injured mountain climbers were hoisted off of Brothers Mountain near Bremerton, WA on two

separate occasions. The first case occurred in July 2006 at an altitude of over 6300' MSL. The second case "set the bar even higher" by hoisting a 62yr old hiker from the summit at 6900' MSL in May 2007. This was not only the highest altitude helicopter rescue ever accomplished in the Olympic Mountains, but also the highest altitude HH-65 rescue to date! These extraordinary missions could not have been accomplished without the increased capability of the HH-65C and its new Turbomecca engines.

As further testament to CGAS Port Angeles' posture as a unit that prepares its crews to execute demanding missions, they were awarded the Coast Guard Meritorious Unit Commendation for response to devastating flooding in southern Washington in December 2007. While a winter storm of unprecedented force struck the inland communities of Chehalis and Centralia, many residents became trapped in their homes and required extraction via helicopter. Although several other agencies assisted in the response, a unified effort by Air Stations Port Angeles and Astoria saw the rescue of over 300 persons in less than 48 hours!

As increased technology is brought



on-line and new threats continue to arise, Air Station Port Angeles stands ready to execute the Coast Guard's missions at all times. As with all great organizations, the success of this unit is a direct result of its personnel. The men and women of Air Station Port Angeles continually strive for excellence and achieve amazing results. Next time you are in the Pacific Northwest, feel free to stop by and see for yourself why we are known as the "best in the Northwest!"





Did anyone out there participate in this flight, know who the participants were, or what was the occasion? ...Ed



Photo of Coast Guard C-144 CGNR 2301 from a defense periodical announcing delivery of the sixth airframe. Where is it stationed? Who was on this flight?

HH-3F "PELICAN" GROWING PAINS

by Ptero Dick Green, Aviator 828, Helo Pilot 400



Background-The HH-3F was the CG's second turbine powered amphibious helicopter; HH-52A was the first. Since it had two engines, its mission was to fly unescorted by fixed wing aircraft three hundred miles offshore, hoist six people and return with reserve. It was the first helo to have radar and a nav computer map display with LORAN, Tacan and Doppler inputs. The first 22 H-3's (of 40) cost about \$1.5M (\$2.2M with spare parts and tools) and were bought on a USAF option on a Naval Air Systems Command contract. After earning an MS in aerospace-mechanical engineering in 1967, I was assigned to COMDT (EAE) as project engineer/systems manager for Gulfstreams and HH-3F. I was the first one to fly prototype HH-3F 1430 at Sikorsky in February 1968 and one of six aviators to deliver the first three, 1432, 1433 and 1434 to CGAS New Orleans in January 1969.

Searchlight-There had been some arguments about how the switch in the HH-52 should point the light beam. I had never flown the H-52, so went to the Sikorsky hangar to try it on the prototype. It seemed natural for me to point my thumb to left to make the beam go left, but it went right. The engineers showed me connections were proper on the drawing. I had them come to the hangar with me to show them. They were puzzled. It finally dawned on them that the light was upside down from H-52. One popped up, the

other swiveled down. So, left on an H-52 was right on an H-3. That was a simple drawing and connection change.

Station 243 & 290 Cracks-I talked with other operators, military and civilian. The USAF H-3 with cargo ramp was closest in configuration. I found they were having fatigue cracks due to vibration in the two frames where the main gear box attached. The commercial versions had vibration dampers in the cabin and flew at lower gross weights. USAF had repair kits and bifilar vibration absorbers mounted on the main rotorhead opposite each of the five blades. Bifilar means "having or involving two threads." The weights had two holes with bushings to permit limited circular motion about each of the two attachment points. They were having problems with chrome plated bushings delaminating and were going to change to cadmium plating. I had funds sent to NAVAIR to buy bifilar kits for the first 22 helos on contract and for frame repair kits. The Sikorsky program manager was then Ray Taylor, CDR, USCG retired, CGA Class of '47, who insisted USCG would not have the problem. It was thought that the USAF was overstressing helos in Vietnam. But USCG standard mission was to fly with more internal fuel at an alternate maximum gross weight of 22,500 pounds.

When our first helos at New Orleans and Mobile started cracking at

approximately 500 hours, Sikorsky presented me with a plan to replace MGB aluminum frames with titanium in future production. To me this would be a waste of non-recurring funds and would do nothing to solve vibration in the gear box, its accessory drives and control rods. I urged them to rush bifilar deliveries. I then went to see Bob Daniell, former Sikorsky CG Program Manager and then Commercial Program Manager. Later he would become President of Sikorsky and CEO of United Technologies. I convinced him that the best way to prove bifilar's worth to other customers was to install it on USCG zero-time production aircraft, but I wanted the new bushings. He agreed and he checked the Air Force order. Then we went to the factory floor bins and counted out the Air Force bushings. The remaining he took to the CG production line. That was the fastest cut-in I ever saw to a major production change. I don't know when or if the frames on those helos ever cracked.

Flotation Bags & Mirrors-During my flight training at Sikorsky with their test pilot, we landed and maneuvered in Long Island Sound. We had no crew member. The H-3, like the H-52, had flotation bags on the sponsons to assist keeping it right side up on the water when the rotor had to be shutdown. On return, I did a roll-on landing and had quite a swerve on initial touchdown. We had landed on and torn a flotation bag that was flapping in the breeze. We didn't know that because we had no mirrors. Apparently, the wet Velcro retention on the cover could not handle the water load on an uninflated bag. The solution was a bungee cord, which would allow inflation, but prevent undesired results from wet Velcro. I asked CDR Bob Branham in operations aviation branch if we shouldn't have parabolic mirrors. The H-52 had them, particularly for water ops and pickups. He agreed so they were added

to a requested Engineering Change Proposal.

Doppler Hover-While flying my first flight at Sikorsky with USCG crew members. I was checking a Doppler hover with a very light grip on the cyclic. Suddenly the helo oscillated rapidly and I tightened my grip. It was one of those "what just happened?" moments. (I had one in an HU-16 at Port Angeles. I turned on the cabin heat and a prop feathered due to corrosion between cannon plug pins.) The radioman said he was testing USCG working frequencies. HH-3F had a long wire HF antenna that other services did not have. All cables were double-shielded. But 3123 Hz interfered with the intermediate frequency of the Doppler. Sikorsky couldn't engineer us out of this one. So, a handbook warning and placard not to use that frequency in a hover originated.



Rotor Blades-The USAF found the tip of a blade bent and partial failure of the leading edge weight retention system. There was a rush to analyze and implement a change, which would mean all new main rotor blades for all users. Without retention, this row of one foot long lead weights in the leading edge would be ejected by centrifugal force. The imbalance probably would break the necks of the crew. Luckily it was near the end of the fiscal year and other engineering disciplines had funds they could not obligate. USCG got its funds obligated first, while other services were getting their act together and wondered why USCG got the first blade deliveries.

Controls-There were early indications of stress corrosion cracking.

Solution was to pull all controls and heat treat the 7075-T6 aluminum to relieve residual stresses.

Landing Gear-The USAF had lube-free landing gear, which were being overhauled at Ogden Air Materiel Area. Suddenly they were getting almost 100% rejection rate of bushings due to corrosion from our water ops. The USAF did little water ops. The USAF agreed with our solution to change to cadmium plated bushings and lube fittings.

APU-There had been a high failure rate in the Navy and they had converted from aluminum to steel turbine wheels. The USAF was trying the steel wheel on one CH-3. They pointed out there had been only one isolated failure where a turbine had come out in pieces on the ramp by a startled ground crewman. To me once was enough! They had several How Malfunctioned codes like "Failed to start", "Corroded", "Fatigue Crack", etc. I went to their overhaul facility in Long Island. Every one of the failures was the same. The turbines were broken into three pie-shaped parts through the bolt holes. Fortunately the Navy had overbought steel turbines based on the failure rate of the old aluminum turbine. Logistics computers are as smart as the input. Now the solution was simple. We changed our support from USAF to USN overhaul facility at Cherry Point to use their surplus turbines.

I'm sure early operators of the HH-3F will remember other growing pains.

Flying Truisms

Author (s) Unknown

Airspeed, altitude, or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

When a flight is proceeding incredibly well, something was forgotten.

A POIGNANT PRAYER

by Ptero Ray Copin, Aviator 744

In November 2008, the eldest living CG aviator, number 101, flew his last flight at 94 years of age. Life Ptero Retired Rear Admiral John D. McCubbin crossed the bar peacefully at his Steilacoom, Washington residence literally across the street from Puget Sound. He served at sea in the early years of World War II before attending flight school. Winning his Wings of Gold in 1942, he piloted CG aircraft in the Caribbean, the Gulf of Mexico and the North Atlantic during the remaining war years. A church service bulletin for a celebration of his life included this moving prayer in poetry composed in 1942 by 101's stepmother.

AN ENSIGN'S PRAYER

by Mrs. C.F. McCubbin

*God of the wind and tide and sea,
To Thee eternal praises be,
That I have found my destiny!*

*Enable me to see Thy Face
In shining brass and "gear" in
place
As in the reaching tide of space.*

*God of the sea and wind and tide,
Oh, stay Thou ever by my side,
When thro' the storm my ship shall
ride.*

*If e'er the hated grip of fear
Shall cramp my will or dull my ear,
Then may I feel Thy Presence near.*

*Teach me Thy Law — that I may
know,
How to command in stress of blow
When ship and soul toss to and fro!*

*God of the tide and sea and wind,
Be ever near Thy grace to lend
When I have men or sails to mend!*

*And now that I my work have done,
Thanks be to Thee, Eternal One,
That to this Task I gave my son.*

COAST GUARD AIR STATION WASHINGTON

by Lieutenant Commander Prince Neal, Aviator 3390

CG Air Station Washington is located at Washington Reagan National Airport, one of the nation's busiest and strategically important airports. The proud men and women of CGAS Washington are responsible for the safe and efficient transportation of some the nation's highest ranking cabinet members to destinations both domestic and international. The two primary principals that utilize the aircraft at CGAS Washington are the Secretary of the Dept. of Homeland Security and the Commandant of the CG. The aircraft at the unit consists of CG 101(C-37A Gulfstream V) and CG 102 (C143A, Challenger 604) that provide long and medium range command and control platforms respectively, for senior leadership with various state of the art comms equipment.

History

The Air Station was established on February 20th 1952 at Washington National Airport, Hangar 6. Lt. L. V. Perry was the Commanding Officer of the original unit known as "USCG Air Detachment Arlington." Its mission was to provide transport capability to both senior CG leadership and Treasury Department Officials. In 1964, the unit was designated as a CG Air Station in conjunction with a service-wide change in naming self-supporting aviation units as Air Stations. In February 1974, the unit's name changed to CG AirSta Washington in recognition of its location at Washington National Airport.

The unit has had several different aircraft in its storied history. In 1952, the unit became operational with two Martin 404's. In the early 1960's, a Grumman "Albatross" amphibian was assigned primarily to provide an aircraft for proficiency flying to aviators assigned to the Washington area. During the same decade, the unit completed the acquisition of the Gulfstream I (GI), designated CG01. The GI proved to

be ideally suited for the air transportation mission. In August 1968, the aircraft was re-designated CG02, due to the addition of a Gulfstream II(GII) acquired to support the increasing worldwide travel requirements of CGAS Washington. And so, in February 1969, the GII entered service as CG01, the "Queen of the Fleet" and the CG's first turbojet. In September 1983, the GI was reassigned to AirSta Elizabeth City, NC for operational use and in June 1990, it returned to Washington. In 1993, the unit accepted a GIII from the USAF and assigned it as CG01. In October 1995, the GI was again transferred, this time to AirSta Miami, FL to provide logistics support for missions throughout the Caribbean. In May 2002, the unit acquired a GV, which was designated CG01 in conjunction with the GIII's retirement. In December 2005, we accepted our newest aircraft, a Challenger-604, designated CG02.



Operational Capabilities


The unit currently operates two aircraft which provide worldwide transportation capability for both DHS and CG senior leadership. As an example of the unit's global reach capability, we can transport our customers nonstop from DC to Naples, Italy, DC to Rio De Janeiro, Brazil or DC to Accra, Ghana. Both pilots and crewmembers can anticipate being dual qualified on both aircraft prior to the end of their tour. A typical flight crew consists of a pilot, copilot, flight engineer and an avionicsman. The avionicsman also serves as the mission's culinary expert by providing up to

three different meals for as many as 12 passengers on a flight. We can provide uninterrupted secure telecommunications via phone, fax, and internet to ground-based agencies and resources during natural disasters or other significant events of national interest. Worldwide satellite television capability was recently added to the CG101 for 24/7 media coverage of world events.

People

With eight aviators, one warrant officer and twenty-five enlisted personnel, the unit provides worldwide command and control air transportation for the Secretary of Homeland Security, the Commandant of the CG and other required use personnel. All of the CG aviation communities are represented amongst the unit's complement, which directly contributes to the high level of customer satisfaction provided by CGAS Washington. Our members not only enjoy flying and maintaining the CG's most sophisticated aircraft, but they're able to take advantage of the extraordinary travel opportunities associated with senior level transportation to such recent destinations as: Riyadh, Saudi Arabia; Cartagena, Colombia; Barrow, Alaska; and Rio de Janeiro, Brazil.

Great Place to Work and Live

Centered right in the heart of the National Capitol Region, the unit's location provides members and their families the opportunity to take advantage of all the wonderful activities that the District of Columbia and the surrounding areas have to offer. From free museums, year-round cultural and sporting events, to the historic landmarks that are abundant in the area, there is never a dull weekend when you are assigned to CGAS Washington! Members are also eligible for year-round transit benefits which allows them to utilize one the nation's best public transportation systems. The weather, for the most part, is pretty mild with very little extreme from any season. Feel free to stop by for a tour if you visit the DC area. 

Guardian Awarded for Harrowing Bering Sea Rescue

by Petty Officer 1st Class Kurt Fredrickson



The Bering Sea is one of the most unforgiving, harsh and dangerous places in the world and, although the risk is high, many mariners depend on it for their livelihood. But in the dark winter months, when things can quickly go from bad to worse, they rely on the Coast Guard to be there. For one Coast Guardsman, his lifesaving actions in the midst of a brutal winter storm, earned him a prestigious award and public recognition for heroic achievement. The award recounts his actions as an individual, but the rescue, like so many others, displays the elements inherent in all Coast Guardsmen willing to put their lives on the line so others may live, exposes the teamwork necessary to accomplish the mission and reveals the often unseen and true reward of saving lives at sea.

On Feb. 9, 2007 the 378-foot CG Cutter Mellon was moored in Dutch Harbor, AK on its Bering Sea mid patrol break. AST1 Wil Milam, two pilots and a flight mechanic were deployed from Air Station Kodiak to man an HH-65B Dolphin helicopter aboard the cutter for its several week patrol of the Bering. As an aviation survival technician, better known as a rescue swimmer, Milam was a key part of a four person rescue team deployed seemingly to the ends of the earth.

At 11:22 p.m., CG Rescue Coordination center Juneau received an unlocated first alert signal from a 406 emergency position indicating radio beacon registered to the 42-foot fishing vessel "Illusion." The CG attempted to plot the vessel's possible location by contacting family members of the crew and

the harbor master in Dutch Harbor. Reports indicated that the Illusion was likely fishing somewhere in Makushin Bay near Unalaska Island. At 12:01 a.m., the location was verified by the receipt of a second emergency signal.

With nothing more than a point on a map, the helo took off into the darkness. With turbulent winds of 40 to 50 mph and gusts in excess of 60, low clouds, horizontal rain and visibility of one-quarter of a mile, the danger for Milam and his crewmembers had already begun.

"I wasn't too keen on going flying because I knew what the case was," Milam said. "Nine times out of 10 we go out there and tell some boat, hey your EPIRBs going off."

Several minutes into the flight, the pilots spotted and headed for a steady light on the water. But suddenly the eerie red glow of a flare enveloped the clouds and mist around the helo, immediately changing the tone of the situation, Milam explained. Everyone knew this case was now a rescue.

Soon after the flare, the helo overflew a raft and Milam heard his queue from the pilots, "rescue checklist part one for a swimmer deployment." The process was as they had trained, Milam noted, and despite the severity of the weather and situation, the whole evolution was routine.

Milam moved into position at the edge of the helicopter's open door. Below him, through the rain and darkness, he could make out the small raft being tossed in the stormy 15-foot seas. After 20 years of service, Milam jokingly recounted his last vivid thought before heading out the door, "I pulled my retirement letter for this?" Ironically enough, Milam's first rescue swimmer experience was not much different from those now in the raft below him.

In 1985 at the age of 19 while serving in the Navy, Milam and a friend took a boat out of bounds looking for a good surf spot near the cliffs of Point Loma in California. Shortly after leaving the protection of the bay, the small boat was swamped by a series of large waves and they found themselves in

need of rescue.

"About 20 minutes later this H3 Coast Guard helicopter comes flying over the top of Point Loma," Milam explained. "I remember looking up at the guy sitting in the door and saying to myself, I'm getting that guy's job."

Now, after 14 years as a rescue swimmer, Milam has flown on more than 100 missions and found himself sitting on the edge of a Coast Guard helicopter door an unimaginable number of times. But it would be on this rescue that things would be brought into perspective as never before.

Milam was lowered to the water within 10 feet of the raft and disconnected from the hoist cable. Immersed in the tossing swells, he lost sight of the raft several times. Upon reaching the raft, he found four men wearing no survival suits. Having been exposed to the wind and 40 degree seas, one survivor was already severely hypothermic. People who fall into the Bering Sea may only survive a few minutes, and reaching a raft without a survival suit is no guarantee of survival. For these mariners, their best chance had arrived.

Milam radioed for the rescue basket to be lowered as close as possible to the raft to minimize exposing the already hypothermic survivors to the frigid water. To better increase their chances for survival the air crew's survival suits were first to be lowered to be put on by the survivors. Although battling harsh weather conditions, darkness and cold, the rescue evolution was going by the book; that is until Milam reentered the water from the raft to get the guide line attached to the survival suits being lowered from the helicopter.

"When I slid into the water off the raft I could feel the water flowing into my suit," Milam explained. "It filled up instantaneously and it was taking my breath away."

Milam, now exposed to the same elements as the survivors, knew that things had just taken a turn for the worst. Still cognizant of his mission he reached for the line, knowing that the suits were essential to the survival of the four men in the raft. Climbing back

onto the raft, he straddled its side and waited for the suits to descend.

"I tried to zip up my suit," he explained. "But at that point I didn't know if my zipper had come open, I didn't know if I had torn my suit or if the seal had ripped."

As Milam tried to remove the suits from the line, two fell into the water and began drifting away. Diving after the suits, Milam held onto the guide line with one hand, and grabbing the drifting suits with the other, swam back to the raft using only his fins. Again Milam felt the frigid water surge into his suit, further debilitating him. After struggling to climb back into the raft, he assisted the most hypothermic survivor don a survival suit while instructing the others to get into theirs.

The basket was lowered near the raft and Milam entered the water with the most critical survivor. Unknown to the crew above, Milam's legs started going numb as hypothermia began to quickly take hold. After struggling to place the disoriented and combative survivor into the basket, Milam watched as he was hoisted into the helicopter. Milam, now alone in the water, realized that the raft had drifted too far for him to reach in his current condition. For the first time in his career he signaled for an emergency pickup.

Once inside the helo, the crew became aware of Milam's situation. Lying on the floor, he could feel the frigid water slosh in his suit up to his neck. The flight mechanic assisted in securing his equipment and inspected his suit for the source of the leak as Milam's motor skills were so badly deteriorated he was unable to do it himself.

But an equally deadly problem was quickly presenting itself. With fuel nearing a critical level, and severe head winds, the helo had only 15 minutes to recover the three survivors still in the water and reach shore before running out of fuel. Considering Milam's condition the crew discussed the possibility of lowering the basket to the survivors in the hope that they could get in themselves. But at that point, Milam understood the disoriented condition of the survivors better than anyone.

"If we try it that way we might get one or two of them out, but were going to have to leave one out there," he told his crewmembers. "If we only need 15 minutes I'll get out there and get it done. I can do 15 more minutes."

In hindsight, Milam added, "that's about all I had was 15 minutes."

The air crew agreed that the best chance of rescuing everyone and returning to shore as quickly as possible lay with Milam entering the water again. Milam was lowered to the raft and assisted the second survivor into the basket. As with the first survivor, he became combative and Milam, for the sake of time, was forced to subdue him before positioning him in the basket for the hoist.

Now feeling the exhaustive effects of hypothermia Milam turned to the raft and explained to the remaining two men to remain calm and follow his instructions. Milam assisted the third survivor into the basket without incident. But as the basket was returned to the water for the final pickup, Milam looked back to the raft just in time to see the fourth survivor jump feet first from the raft, his legs breaking through the bottom of the basket. The basket was pulled from Milam's hands and he began struggling to pull the survivor from the now entangled basket. With one hand he tried to uncoil the hoist cable from the top of the basket, while holding the survivor with the other. A wave broke over the two men, sending the survivor into a state of panic and causing Milam to lose his grip on the flailing man. The hoist cable was no longer tangled around the basket, but rather the neck of the panicking man. From above, the flight mechanic witnessed what was happening and let out cable to prevent the man from being strangled. But as Milam tried to grab the basket, the survivor jumped on him, pushing him under water. Milam struggled with him, subduing him several times before successfully placing him in the basket and watching him ascend to the helicopter.

"I never really dwelled on getting cold until those four guys were gone and safely in the helicopter," Milam said. "Once the last guy went up in the

helicopter that's when I really started feeling cold and really knew that alright, now I'm in trouble."

With fuel reaching critical levels, and the weather not improving, the basket was lowered to Milam. But his hypothermia and combative encounters with the survivors had left him exhausted, delusional and unable to move effectively. His crewmembers above could only watch as he clumsily maneuvered away from the basket.

"In my mind I thought I was doing everything fine," Milam said. "I thought I was swimming, I thought I was stroking, I thought I was doing everything, because I was so hypothermic I didn't know. I thought I was just fine."

But Milam was not fine, and was now drifting in and out of consciousness. The flight mechanic skillfully lowered the basket close to Milam, enabling him to climb inside. As Milam was dumped out of the basket onto the floor of the helicopter he looked back and saw the four guys just pulled out of the water. "I gave them a thumbs up, and then that was it for me."

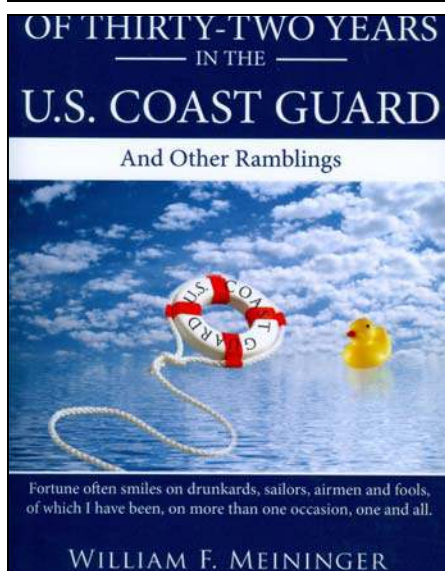
Milam awoke in the clinic in Dutch Harbor, cocooned in blankets and surrounded by heat lamps. After a few hours of recovery he was released only to come face to face with those he had just rescued. For Coast Guard rescuers, survivors are generally dropped off and are never seen again, Milam explained. "There is no better feeling in the world than to see a family member come up, and to understand what you just did," he said.

P. O. Milam was honored at the Coast Guard Foundation Dinner in New York City where, in front of nearly 900 guests, they were able to hear exactly what he did and does when duty calls. Milam humbly took the stage as his harrowing tale was recounted and he was presented the Coast Guard Foundation Individual Award for Heroism from the Commandant of the CG. For the rescue, he also previously received the CG Meritorious Service Medal, and the CG Ancient Order of the Pterodactyl - Capt. Frank A Erickson Aviation Rescue Award for 2007, which was presented to the entire air crew.



**"RECOLLECTIONS OF
32 YEARS IN THE U.S.
COAST GUARD AND
OTHER RAMBLINGS"**

by William F. Meininger,
Authorhouse, Bloomington
IN, 2008, Paperback, 383 pages.



(This review by John Galluzzo is excerpted with permission from the Fall 2008 Foundation for CG History newsletter "The Cutter." As noted in "Taps" on Page 2, CDR Meininger passed away on 1 February 2009. His legacy will live on through his writings...Ed)

William F. Meininger, one would surmise, had a somewhat average Coast Guard career, for a lifer, anyway. Sure, he was a "mustang," an enlisted man who fought his way into the officer corps. And sure, he performed an entire "about face" in his career, transitioning from the water's surface into the sky above. He made the most out of his time in the service, and followed his dreams from 40-footers to C-130s. But wait, this is not your average service memoir.

There's no doubt that Meininger made some friends in the Coast Guard, and many of them. And, with his wit and strong opinions, there's no doubt that he made some enemies, too. He pulls no punches, except where it counts most. If he

has a story to tell that's embarrassing to somebody other than himself, he refrains from using real names. He can tell any story he wants without getting sued (by the way, he hates lawyers. Read the book and see for yourself). That freedom of expression coupled with the self-professed embellishment on the part of the author makes this book one funny read. Tall tales, sea stories or whatever you may call them are by no means a lost art. And we all know that they have basis in truth. Meininger remembers his CG career fondly, and years later, at least, got a lot of laughs out of doing so. If we are to believe CDR Meininger, he single-handedly saved the CG from itself. He also saved it from CG Academy graduates, a constant target of his witticisms. In fact, with the publication of this book, he may single-handedly keep the perceived ages-old war between academy grads and enlisteds alive for another generation.

As with most Coasties, his career path is a winding one, sending him to all corners of the continental United States, up to Alaska and out into the Pacific. It moves through the expected constellation of characters: good bosses, bad bosses, drinkers, pranksters, honorable compatriots and scoundrels. Some are still alive and either laughing or screaming after

reading the manuscript, and others have long since passed on.

As with any good book, though, characters can only take a story so far. It's the "what" that picks up where the "who" started. The situations Meininger finds himself in over the years are hilarious, thanks mostly to his writing style. How should a flight technician defend himself if a live duck ends up in the back of a CG helo during a flight? How soon should he tell his pilot and co-pilot those famous words, "Tell my wife I love her!"? And how can one safely determine when it's time to burn old classified documents? Perhaps the most important question Meininger leaves us with

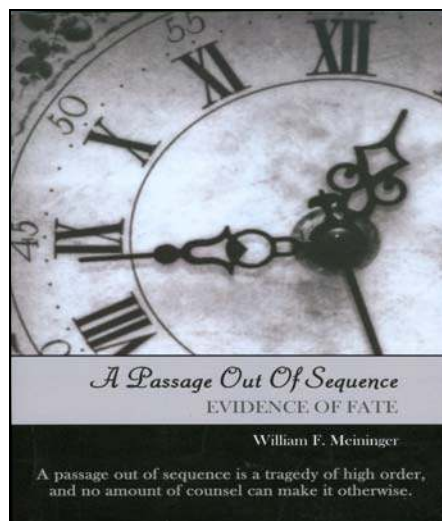
is, "Do Canadians have thumbs?" That question, though, is generated more from his role as a father than that of a Coast Guardsman. According to him, his inquisitive daughter, wondering what the difference was between Americans and Canadians, drove him to the point of fabrication for the purpose of ending the discussion. To this day, she still checks hands if introduced to somebody from north of the border.

Through all of this tomfoolery and jocularity, there are moments that every serviceman will recognize (service dentists will want to look away at this point). The chapter in which he wrestles with an aging dentist who has improperly administered Novocain in preparation for wisdom teeth extraction is classic comedic writing.

All memoirs are important. This one fills a niche thus far somewhat barely touched.

**"A Passage Out of
Sequence"**

by William F. Meininger
Authorhouse, Bloomington, IN



(This review is by Ptero VADM Dick Herr, Aviator 1257...Ed)

I recently finished reading Bill Meininger's book A Passage Out of Sequence and would like to highly recommend it to my fellow Pterodactyls. I have known Bill for years and bought the book more out of loyalty than anything else. To say

the least, I was pleasantly surprised. I thought the book was outstanding!! I wonder what other hidden talents Bill possesses.

A Passage Out of Sequence is what I would call an historical novel. It is set in a period before and during the Second World War. It is a flying story with real adventure, action and romance (yes, Bill Meininger – Romance) with fate as the underlying link. It spans everything from the early Air Mail Pilots to the Flying Tigers to the 8th Army Air Force. It involves bi-planes, fighters, transports and bombers. He tells the story in a rare format that if not unique, I would certainly consider rare and carried out extremely well. In all honesty, this is a first book for Bill and there are some hints of that as you read it BUT, if you want a bang up good read, this is the book for you. If you do read it, I will guarantee that you will be thinking a lot about Brad and Dolly long after you turn the final page!!

I got my copy through Authorhouse – at www.wfmeininger.com.
Read and Enjoy!

Academy Fly-In

From Page 4

C-144A “Casa” from ATC Mobile landed at the Groton Airfield to show off the newest addition to our fixed wing fleet.

After sundown, the Aviation Club, with the help of our local Academy Staff Pilot(s), Astronaut(!), and Albatross, joined with the upper class cadets and hosted our visiting aircrews to a pizza party at the Officers Club. Besides quenching our thirsts, we wanted to give the senior cadets an opportunity for “hangar flying” and “career-talk” with our guests. The recipe worked well for all, and we were off to an exciting start for the weekend.

Saturday morning dawned gray and blustery, but our first event was an (indoor) Aviators Panel Discussion to the entire corps of cadets and the OCS class mustered in Leamy Hall. With our own LCDR (Ptero) Tina

Dell’Orca, Aviator 3445, hosting, the Atlantic City and ATC crews told the cadets and OCs about their CG careers to date, and then followed with a question and answer period for the rest of the hour.

Meanwhile, over at the Groton airport, your friendly, resident Albatross was fussing mightily over the threatening weather situation and the possibility of having to cancel the whole affair. After consultations with the local experts at the Army Guard Flight Dept (at Groton), we decided to go for it and press on. Discretion being the better part of valor however, it was agreed upon with the Herc Folks in E-City that the cross-winds were just too gusty and not worth the risk/fuel/etc. They sent their regrets of cancellation. AirSta Cape Cod’s Falcon flew overhead, but it had developed a gear problem and was forced to return to homeplate. But, our enthusiasm remained undeterred!

By the time the first bus load of OCs and cadets got to Groton, we



had the CASA from ATC,



an H-60 from Cape Cod, and two single engine (Aux) Gitanos (complete with beautiful glass cockpits!) on the ramp. We had all the ingredients of an Airshow!



Enlisted Ancient Al Pete MacDougall (Rt.) in full regalia and CG Auxiliant Eric Thompson with his Diamond Katana at the 2008 Academy Fly-In.

The Dolphin drew the rest of the crowd eastward from across the river at 0930, so we had our full complement for the fly-in by mid-morning. Much to the surprise and delight of all, the weather actually began to cooperate!

At lunch time the third and fourth class cadets enjoyed a sun-filled picnic along the tarmac and surrounding lawns. With a local WWII-era Navy trainer providing a little aroma of Avgas exhaust while doing touch-and-goes on the adjacent runway, we were working on a nearly perfect day!

The day was a fun and educational experience for the young (and old) of the Academy. We had great success in sharing our love of flying with some of our next generation of officers and potential aviators. The overall understanding of what we do and how we do it and how it all pertains to the CG’s success is our goal! And, next year I PROMISE to get the word out to any local Pteros that would like to join in with the fun; we’d love to have you!

Sincere thanks to the COs/XOs/Ops and Engineers and their hard working crews at AirStas Cape Cod, Atlantic City, E-City (better luck next year!) and ATC Mobile for supporting this important event! And lastly, huge thanks to Ptero Capt. Jeff Pettitt, Aviator 2188, for his unwavering support/encouragement and brainstorming services to make the event a truly worthwhile endeavor that has the whole place a-buzz with excitement and anticipation for next year’s fly-in!

"Ptero Ptales" Solicited

by Ptero Tom Rich, P-2596

Your true stories of Coast Guard aviation have real value! Why? Well, if they are *true*, if they can be *verified* and if they are *not* an embarrassment to anyone, any place or the Coast Guard, they can become part of a book we will publish with all proceeds going to a **Pterodactyl managed benevolence fund for Coast Guard aviators**.

Think back to some of the good and funny times you had in your career and send them to Tom Rich at: pteroptales@earthlink.net -or- 230 Sierra Vista Drive Colorado Springs, CO 80906-7229

A panel consisting of the following "seasoned" retirees will review your stories:

VADM Deese Thompson

RADM Ralph Utley

Capt. Pete Pringle

ASMCM Charlie Dugan

ADC Sy Schiffman

For your story to be included you only have to get a majority vote from the panel.

We would like to get this book published yet this year, maybe in time for the CG birthday or by the Roost in ECity, so don't delay!

We've collected 17 stories already. Here's a sample:

Welcome Aboard Master Chief

by ASMCM (ret) Charlie Dugan
I retired from ATC (Aviation Training Center) Mobile on 1 Aug. 1980. My relief was Master Chief Darrell Gelakoska. He was transferring from CGAS Cape Cod where Carl Meredith was the CO there. He sent a letter to the CO at ATC - Capt. Don Bellis. Portions of it I will try to recall...

"Dear Capt. Bellis,

For my previous years serving under you at ATC, under great duress, I have finally found a way to get even. I am sending you MCPO Gelakoska. I am not sure of his proficiency as an ASM as he was the

CO's driver here most of the time..."

But, the letter went on and on with a great comical overtone. The Engineering Officer (EO) at ATC was CDR Dick Butchka. He called me in, showed me the letter and asked me to bring Gelakoska into his office the day he arrives, where we would set up a real greeting!

The day my relief arrived, I took him to Butchka's office where a prominent sign was on his office door saying **"All CPO's - the prayer meeting will be at 1500 today in lieu of 1600."**

I would have trouble describing the look on Gelakoska's face as he read it. We went into the EO office and I introduced him to Butchka. He went on about he was saved after his tour as a Jolly Green Pilot in Viet Nam and no longer consumed any booze etc. He asked Gelakoska if he drank and he replied "No CDR, just a slight amount." ... Somewhat of a real stretch!

As Butchka rambled on, the Engineering department MCPO knocked on the door and said "Here is the book you loaned me CDR, thank you" - it was a Bible. Butchka responded with a "Praise the Lord!" MCPO Gelakoska looked over at me with a strained expression. Later he told me that it was from biting his lip so hard to keep from laughing. Figuring it would be the end of his career; he somehow kept a straight expression. CDR Butchka went on to ask him if he would come to a Bible study meeting on Wednesday nights. MCPO Gelakoska said, "Yes CDR, I would love to come." Talk about a stretch!

I have never had so much trouble keeping a straight face in my 30 years as I did that afternoon in Butchka's office. At the conclusion of the 20 minute introduction and greeting, Butchka reached under his desk and pulled out a 6 pack of cold beer - that I had placed there earlier - and said "Welcome aboard Master Chief, if you can believe all the BS you have heard in the past 20 min-

utes. Have a beer!"

You have never seen a Master Chief look so relieved!

Ed Note...MCPO Gelakoska went on to play a major role in the development of the Coast Guard's Rescue Swimmer Program. He was the head of the Stan Team for the program and developed the "Wet Rock" and "Cave Rescue" portion of the Swimmer Program at Astoria, OR where the Advanced Rescue Swimmer School is located.

He spearheaded development of techniques whereby the rescue swimmer could remain attached to the hoist cable and deployed directly to a survivor. Master Chief Gelakoska is credited with setting up the Advance Rescue Swimmer School in Astoria, OR, used to train all rescue swimmers, pilots and aircrewmen in advanced rescue techniques. His foresight in recognizing the need for the entire crew to be trained in these methods, not just the swimmer, resulted in outstanding success in the rescue of thousands of Hurricane Katrina survivors.

(Can you top that?...Ed)



CG Air (AKA "Cosmic Airlines") Reunion Upcoming

The 50th Coast Guard Air Reunion will be held on May 17-19 2009 at the Atlantis Casino Resort & Spa, Reno NV. All Current, Retired, and former Coast Guard Aviation personnel and families, as well as support staff are invited. POC: Roger M. Schmidt ATCS, USCG (Ret.) rogngina@sbcglobal.net or (925) 443-1449.



HEADS UP! — OFFICER ELECTION 12 O'CLOCK LEVEL

Article VIII, Section 1 of the association ByLaws addresses the election of officers as follows:

"The Executive Board shall propose a slate of nominees for office of President, Executive Vice President, Executive Secretary, and Treasurer prior to the annual Convention on odd-numbered years and a new Executive Board will be elected at that convention. Absentee ballots are acceptable at the Convention.

"This Board will serve for a period of time that encompasses two National Conventions. Should there not be a convention held when a change of officers is due, an election will be held by mail-in vote.

"An officer may succeed himself or be elected to another office."

The ByLaws also state that only regular members who are up to date in dues may hold office or vote.

The summer (June) Pterogram will include a slate of nominees for the four officer positions along with an Absentee ballot and instructions. The process will be open to all eligible members, and the election will be concluded at the 2009 roost.

Nominations for each position should be submitted to the Executive Secretary (postal mail: 460 Farmington Road West, Accokeek, MD 20607-9412; Email: Pterosec@aol.com) prior to 15 May 2009 in order to be on the absentee ballot. Nominations should include a statement that the member being nominated has approved his or her name being placed in nomination.

Mail Call!

This issue's mail is brought to you by CG HTL-1. Who was the pilot?



HH-52A 1379 Remembrance

Your pic of 1379 on page 21 (of Pterogram 3-08) under "Mail" caught my attention. I don't know who the pilot was, but I'm certain I know the mission they were on. I flew the 1379 on 3/22/79 while a Polar Ops pilot at ATC Mobile. The next day, I was the OPCEN Duty Officer when ATC got a call that a ranger on Dauphin Island had discovered the entire south shore of the island for several miles littered with huge bales of marijuana. If I remember the rest of the story correctly, we sent several aircraft to search for a possible vessel that may have gone down and discharged it's cargo in the process. For the rest of my watch and the next several days, ATC launched multiple HH-52s as well

as C-131s to coordinate both the SAR case as well as the pickup of the marijuana bales.

On 3/24/79 I flew HH-52As 1447 and 1444 on multiple sorties for 6.2 hours picking up heavy, wet and smelly bales of marijuana. Helos were the only way to get access as the bales were embedded in the sand along the tide line. We would fly solo with a SAR Aircrewman (now Flight Mechanic). On sighting a bale (or bales) we'd land as close as possible, the crewman would jump out, the pilot would run the hoist hook and cable out to him, he'd wrap it around the bale and the pilot would drag and lift the bale up with the hoist while the crewman jumped back in and man-handled the bale into the cabin. We "guessed" at the weight and balance of the load of bales and then flew to a nearby local airport where DEA (or other federal LE agency) would offload while we would keep the engine running but rotor brake on (thus the offload detail kept their ballcaps on....).

The crewmen were heroes. It was hot and the bales smelled horrible. Lots of flight boots and flight suits got ruined that day. Many crewman got sick from the heat, humidity and awful smell. Someone else may remember the details of the several days this went on better than I do,

but it was certainly a unique experience.

Ptero Phil Volk, Aviator 1644

Cruise Ship Medevac



Georgia and I were on a Mexican Riviera cruise on the NORWEGIAN SUN. While aboard I ran into CDR Art Perry, USCG retired, CGA class of 1943 and CGAV 500. He was CO at CGAS Corpus Christi when Hank Harris and I got our wings in Nov 1959. It was great to see an HH-60 from San Diego perform a medevac off our ship abeam Ensenada on the way from Cabo San Lucas to SFO.

Ptero Dick Green, Aviator 828



Pteros Visit CG Northwest Museum

Ptero Tom King, Aviator 1775, (CGAA/AOP Museums VP) toured the CG Northwest Museum in Seattle along with Pteros Vic Primeaux, Aviator 1508 and Ray Copin, Aviator 744. The Museum collections include an impressive array of CG artifacts, many of which display CG aviation history such as the first known air facility patch (Port Angeles on leather), a heated flight suit worn by Aviator 232, the late Ptero Dave Gershowitz who was one of the first helicopter pilots ever to fly in the Antarctic, and much more.



At the entrance to the museum are the volunteer curator Captain Gene Davis, USCG (Ret.) on the left and Ptero Tom flanked by unnamed sailors. The painting of a Dolphin rescue was donated to the museum by its talented northwest artist. The unnamed aviator in the other photo (below) displays typical aviator garb of an early era, each item of which appears to have survived many a flight hour.



To "his" left, the Gershowitz heated suit resides in the display case. Ptero Ray Copin, Aviator 744

CG "Pelican in Paradise" Finds Its Perch



As Ptero Capt. (Jeff) Pettitt advised, "Salty" has found his perch (at the south end of Palafox St. in Pensacola, FL). I know this has been a long journey, but we have finally reached our goal. We are very thankful for Capt. P's selfless efforts in helping to promote the Coast Guard image in this very "Navy" town. Salty is a symbol that we will all be proud of for many years to come. Thanks to all who helped in making this effort a success. (See related article in Pterogram 2-08...Ed)

Ptero Dan Bridges, Aviator 1301

AirSta Savannah Hosts Ptero Guest Lecturer

Following a CG Aviation Historical Presentation I made to the pilots at Savannah, the CO, CAPT Donna Cottrell invited all of the local Pteros in for a social and briefing on the latest developments in active duty operations.

Ptero Art Wagner, Aviator 769



AirSta Savannah crew with (from left) Pteros Don Bellis, Art Wagner, Gary McGuffin, Jim Perry, Roger Coursey, KC Edgecomb, CG Auxiliarist Kevin Smith, Jim Keller, and CAPT Cottrell (3rd from right in front row).

CG Korean War Rescue Ops

I found an article from the Sept. 2000 issue of American Legion Magazine about the late Lt. John Vukic's (Aviator 230) daring rescue of a Navy P-2V crew of 11 in January 1953 from the South China Sea in 12 foot seas. Lt. Vukic was flying a CG PBM-5A from Sangley Point, Philippines. The article said that Lt. Vukic was considered one of the best off-shore pilots in the world. I thought it might be of interest for the Pterogram. (The article was submitted to the CG Aviation Historian...Ed)

I am 79 and still active as aircrew in Flotilla #7-8 Air Sea, Division 7, 8th Eastern Region, CG Auxiliary.

Ptero Stanley McCullough,
Jr., P-2940

Department of Homeland Security Award Winners Announced

On 17 November 2008, ALCOAST 565/08 announced the following award recipients who were recognized at a ceremony in Washington, D.C. on 20 November 2008:

SECRETARY'S TEAM DHS AWARD: F/V ALASKAN RANGER RESCUE BY THE CREWS OF CGNR 6566, CGNR 6007, CGNR 1705 (AIR STATION KODIAK) AND THE SHIPMATES OF CGC MUNRO.

SECRETARY'S AWARD FOR VALOR: (1) LT SCOTT A. MURPHY AND THE RESCUE AIRCREW OF CG 1704, (AIR STATION SACRAMENTO), (2) AST3 ABRAHAM A. HELLER (AIR STATION KODIAK), (3) AST2 ERICK A. LIEB (AIR STATION SITKA), (4) AST2 LAURENCE D. NETTLES (AIR STATION LOS ANGELES)

CONGRATULATIONS TO ALL THE COAST GUARD MEN AND WOMEN WHO WERE SELECTED TO RECEIVE SECRETARIAL AWARDS THIS YEAR!

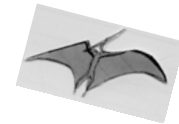
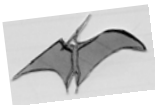


Aviation Technical Training Center Honor Graduates



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 2008 and early 2009 Honor "grads" which we are proud to salute. 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!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AST3 Gabriel Humphrey	Los Angeles	AN Ian Foster	Atlantic City
AMT3 Joel Edwards	Savannah	AN Richard Parra	Miami
AET3 Andrew M. Egner	San Francisco	AMT3 Brett H. Watts	Kapolei
AET3 Lindsey Hughes	North Bend	AST3 Andrew J. Ruga	Clearwater
AMT3 David K. Martinelli	Sacramento		



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!!!**

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
3852A Michael Groncki	Astoria	3974 Matthew M. Kroll	San Francisco
3965 Hillary A. Allegretti	Humboldt Bay	3975 Lewis H. Motion	Borinquen
3966 Sean H. Bartonicek	Barber's Point	3976 Adam D. Burda	Cape Cod
3967 Thomas Hood	Pensacola	3977 Bryan S. Crook	Traverse City
3968 Calvin Jones	Pensacola	3978 Scott R. Freshour	Corpus Christi
3969 Jane N. Carley	Port Angeles	3979 Dustin R. Williams	Borinquen
3970 Michael P. Feltovic	Cape Cod	3980 Damon Thornton	Astoria
3971 Brian J. Hedges	Atlantic City	3981 Robert Hornick	Pensacola
3972 Skylar P. Swensen	Traverse City	3982 James T. Freeman	Mobile
3973 William J. Burwell	San Diego	3983 Jess P. Pomeroy	Miami
		3984 Maegan R. Schwartz	Barber's Point

REMEMBERING SHIPMATES OF HH-65C CGNR 6505 AND HH-52A CGNR 1420 AND THEIR FAMILIES

On the night of 4 September 2008, HH-65A CGNR 6505 crashed while conducting an over-water training mission south of Honolulu, Hawaii. On this fateful night the following men lost their lives: Commander Thomas Nelson, Lieutenant Commander Andrew Wischmeier, Aviation Survival Technician First Class David Skimin, and Aviation Maintenance Technician Second Class Joshua Nichols.

These men joined another Air Station Barbers Point crew, the Crew of HH-52A CGNR 1420; Lieutenant Commander Horton "Buzz" Johnson, Lieutenant Colleen Cain, and Aviation Machinist Mate Second Class David Thompson who, on 7 January 1982, also made the ultimate sacrifice while on a SAR mission to save the lives of others.

It is our duty to remember these crews and to preserve their legacy for generations to come. A memorial site will be constructed and dedicated on 4 September 2009 at AirSta Barbers Point. In order to fund the creation of this memorial, you or your group may purchase and engrave a brick to be used in construction of the pathway leading to the memorial. The following website has info and the form to make a donation through the purchase of an engraved brick. <http://my.brixbase.biz/coastguard6505/> When considering your donation amount, please remember that tens of thousands of dollars must be raised to ensure the success of this timeless remembrance. Standard 4" by 8" bricks may be donated by individuals for a minimum donation of \$60. Your text may be up to two lines with 22 characters available per line. Larger 8" by 8" bricks may be donated by groups for a minimum donation of \$250. Your text may be up to 3 lines with 22 characters available per line.

Please see the following Commandant Instructions concerning fundraising restrictions that apply to active duty Coast Guard members:

COMDTINST M5370.8B Standards of Ethical Conduct Manual...

COMDTINST 5375.1B Limited Personal Use of Government Office Equipment Manual...

THANK YOU!

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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Email Work: _____ ☐ TP Cell (____) _____ - _____ ☐

Sign me up for:

☐ Life Membership \$ 250 (includes a Ptero Lapel Pin)

☐ Annual Membership \$ 20 (*Active Duty \$15*)

☐ 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, current/old \$ 8/\$ 7 " "

☐ CG Aviator/Aircrew/RS/Auxiliary Pennants \$ 35 "

(Visit www.AOPtero.org, click on "Store" for more)

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☐ CG Auxiliary ☐ Other Supporter

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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

Mar2009 **Please make copies of this form and pass it on.**



Officer Election Notice
Pg. 16

Barber's Point Memorial
Fundraiser Pg. 19



Washington Air Pg. 10



Port Angeles Air Pg. 6



"Roost 2009" Notice Pg. 1, 3, & 4



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