



# PTEROGRAM

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

Sitrep 1-10 Spring 2010

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

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### **Pthirty-fourth Annual Ptero Roost Just Over the Horizon**



The 2010 Roost will convene in Jacksonville, Florida, November 4, 5, 6, 7, when we will salute the men and women of the Coast Guard Helicopter Interdiction Tactical Squadron (HITRON).

A true squadron, HITRON Jacksonville's Concept of Operations is to forward deploy armed helicopters to high threat drug trafficking and high risk security areas. In support of its counter-narcotics mission, armed helicopters intercept suspect targets, use appropriate force to interdict vessels, and vector Over the Horizon Cutter Boats (OTH-CB) and cutters to the scene for apprehension. In support of Homeland Security, assets provide Airborne Use of Force resources in all directed security patrols. The unit consists of 10 MH-65C armed helicopters and 231 men and women under the command of Ptero Captain Joseph T. Baker, aviator 2511. A third or more of the squadron's assets are normally deployed at one time.

See Page three for roost hotel registration details.



## **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 2010, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

**NOTE**



Changes in dues became effective in 2008. Check out page 19 or the website  
<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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## A Message from 1520 (CGAA/AOP President):



Aloha, Fellow Pteros! –Ringin in another year brings us closer to the Centennial of Naval Aviation (2011) and our own 100<sup>th</sup> anniversary in 2016. Be thinking about both, and especially the latter. Where should we roost in 2016 and what kind of celebration should we have? Morehead City? Ten Pound Island? Salem? Pensacola? A “fly in?”

Work on the Phoenix Project progresses. While ALC assesses HH-52A 1398 as a possible candidate, we are looking at another which might possibly become available. Stay tuned for future developments.

I want to make a HUGE pitch for Roost 2010 at HITRON Jacksonville. Our Roost Planning Committee (Bear Moseley and Tom Lutton) is developing a terrific plan, following our new Standards of Conduct (SOC) scrupulously to the letter. HITRON CO Joe Baker and Ptero volunteers from his command are also following the SOC and are helping contribute to the opportunity for great camaraderie and fellowship, exciting vistas and professional displays, and, above all, a chance to showcase our outstanding safety and maintenance award recipients and the outstanding fixed and rotary wing aircrews of the previous year! Our newest Honorary Lifetime Ptero, Arnold Palmer, is trying to keep his schedule open for a visit with “his Coastguardsmen” on November 6<sup>th</sup>! Help Bear, Joe, and me make this the biggest and best Roost ever! Make your reservations today.

Finally, I want to call your attention to the outstanding recognition of AST1 Drew Dazzo by the Canadian Government for his tireless efforts to rescue three persons of Canadian, British and French nationality in mountainous seas off North Carolina in 2007. We're extremely proud of him! [Story below]

## C.G. Rescue Swimmer Receives Canadian Award for Bravery

On 4 February 2010, AST1 Drew D. Dazzo, an Elizabeth City-stationed CG rescue swimmer, was awarded Canada's second-highest medal for bravery in non-combat operations after his efforts saved the lives of three men off the coast in 2007. Michaëlle (Me-ka-el) Jean, Governor General of Canada, presented AST1 Dazzo with the Star of Courage award (equivalent to the U.S. Navy Cross to rank immediately below in order of precedence). He is the third U.S. citizen to receive the medal. Dazzo was injured during the rescue in 60-foot seas, 120 miles offshore during subtropical storm Andrea in May 2007. One of the three men rescued after their sailboat sank was from Ottawa. The award stated that Dazzo ‘displayed a very high degree of courage, determination, and endurance during the rescue which was performed in extreme weather and perilous sea conditions.’

AST1 Dazzo was previously awarded the CG Air Medal for the same rescue as set forth in the following citation: ‘Petty Officer DAZZO is cited for meritorious achievement while participating in aerial flight aboard CG MH-60 helicopter 6014 on the morning of 7 May 2007 when it was dispatched to recover three mariners from the stricken sailing vessel SEAN SEAMOUR II. The vessel had foundered after encountering sub-tropical storm Andrea which packed 70 knot winds and waves of 40-50 feet. The sailors were forced to abandon their vessel into a small inflatable life-raft 225 miles SE of Elizabeth City, NC. CG6014 arrived on scene and successfully located the raft with the assistance of a C-130 aircraft. The raft was discovered skimming across the mountainous waves after losing its sea anchor [See ‘Rescue Swimmer Award’ on P. 19]

## Taps

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

LT Drew R. Wojtanik, P-2215 11/15/09

CAPT David Sinclair, 179 12/9/09

LT Michael Riley, 1385 12/17/09

CAPT Martin W. Flesh, 543 1/16/10



# ***We're Phlocking To Jacksonville!!!***

***November 4, 5, 6, 7***

***We are actively planning***

***A November to Remember***



The Roost Headquarters will be the Hyatt Regency Riverfront Hotel located in Downtown Jacksonville. The location is outstanding and enables easy get to shopping and dining.

Downtown is purposely capitalized to reflect a true urban renaissance. The City of Jacksonville, the Jacksonville Economic Development Commission (JEDC) and Downtown Vision, Inc. have worked together to create what is arguably the cultural, entertainment and economic center of the Northeast Florida region. Overall, these organizations have made Downtown more accessible, inviting and charming for everyone. Downtown residents and visitors have front-row seats to abundant choices of entertainment and natural amenities the urban core has to offer. The St. Johns River actually splits Downtown Jacksonville into two halves, the "Northbank" and "Southbank." Both have their own skyscrapers, riverwalks, restaurants, museums, attractions, hotels and a growing number

of luxury condominium towers. Pedestrians have their choice of riding the Skyway, taking a water taxi or walking over the Main Street Bridge or Acosta Bridge to get from one side of the river to the other. The Southbank is not as big as the Northbank, which is actually the center of Downtown. The Southbank is, however, known for its selection of waterfront and/or trendy four and five star restaurants. It is also home to the Museum of Science & History, the Jacksonville Maritime Museum and Friendship Fountain.

If you have not yet seen the pictorial of the hotel and surrounding area on the Pterodactyl website --- it is available at <http://www.aoptero.org/roost10jax/roost10index.php>

It is suggested that all seriously consider arriving on Thursday the fourth. Our Hospitality room will be well appointed and opens up on a 32 by 110 foot terrace deck. The view is outstanding and river view at night is magnificent. In addition, the normal "eat on your own" for Thursday night provides the opportunity to take the water taxi across the river to one of several fine dining establishments. Stop number one is the River City Brewing Company; stop number two is Ruth Chris Steak house and at stop number three one can avail themselves of Morton's or the Charterhouse. River City Brewing Company Restaurant is located at the marina, has both indoor and outdoor seating and the location would allow a walk of just under one mile back to the hotel over the Main Street Bridge if so desired.

We are working on a full slate of tours, activities and things to do that will be posted in the Pterogram Summer Issue.

## **Hyatt Regency Jacksonville Riverfront Hotel**

**We have a room rate of \$88**

**Plus a 14% sales and occupancy tax.**

We have 150 Rooms blocked through 10/03/2010

**Reservations can be made, modified, or cancelled at a designated Pterodactyl URL**

**<http://jacksonville.hyatt.com/groupbooking/jaxrjuscg2010>**

**Or by telephone**

**1-800-233-1234**

Refer to and use group name **Coast Guard Aviation Association** to obtain the \$88 rate.

Parking in the secure hotel parking garage has been obtained at \$8 per day





## HC-130H CGNR 1705 Memorial Service Held by Ptero Jerry Mohlenbrok, Aviator 951



Under somber skies befitting the occasion, over 2,500 people, including hundreds of members of the CG "family" from across the nation gathered on 6 November 2009 to honor the seven CG and two Marine flyers who were lost as a result of a mid-air collision between CG C-130 CGNR 1705 and a Marine helicopter. The ceremony was conducted in a large tent erected on the Air Station Sacramento ramp. At the front, framed photographs of each flyer were positioned above a flight suit, a pair of flight boots, and a headset. Captain Thomas Farris, Commander of Sector/Air Station San Diego acted as Master of Ceremonies. After the Presentation of the Colors by the CG Ceremonial Honor Guard, the Pipes and Drums of the California Professional Firefighters played an appropriate tune as they slowly marched down the center aisle. After the Invocation by Commander Darrell Wesley, District 11 Chaplain, Captain Farris read a Congressional Joint Resolution honoring

the lost crewmembers. That was followed by the command "Post the Colors", after which a folded American flag was reverently placed in front of the photos of each of the nine.

Captain J. J. O'Connor, Commanding Officer, CGAS Sacramento offered memories of each of the seven Guardians, recognizing their unique talents, personalities and contributions to the unit. He asked the mourners to "lift each other up, mindful of our loss, but resolved to find joy." He went on to say that "We will never get over this, but we will get through this. I am not the same person I was a week ago, but I am renewed and looking forward."

Following Captain O'Connor's remarks, CG Meritorious Service Medals were posthumously awarded to each of the seven CG crewmembers, and presented by Admiral Thad Allen, Commandant of the Coast Guard, to their family representatives.

After remarks by Master Chief Skip Bowen, MCPOCG, including a recitation of "Crossing the Bar", Admiral Allen read a letter of condolence from Janet Napolitano, Secretary of the Department of Homeland Security, expressing the entire Department's sense of loss. Admiral Allen went on to say that "No ceremony is as difficult as this one, in this place, at this time. What are we to make of this? We try to understand the unfathomable, and we cannot. We look for answers, and there are none".

After a Memorial Meditation and Prayer by Chaplain Wesley, an HH65C and HC-130H conducted a Fly-by. Then the Ceremonial Honor Guard, which had been holding the outstretched National Ensign for the entire ceremony, solemnly folded it in the traditional tri-fold manner and presented it to the Air Station's Command Master Chief, who in turn presented it to Captain O'Connor. The ceremonies concluded with the CG Band playing the Coast Guard Hymn, a rifle salute, and the playing of Taps.

Following the ceremony, a reception for family and friends was held in the hangar, as video clips of each of the crewmembers were displayed.

It was a deeply moving ceremony that was a fitting tribute to the fallen who gave their last measure.



### CG1705 Memorial Fund (Construction of a physical memorial at Air Station Sacramento)

The address and link for where to send donations are below. The check should be written out to the "Coast Guard Aviation Association" and then indicate in the memo section CG-1705 Memorial Fund. Send to:

COAST GUARD AVIATION ASSOCIATION

P.O. BOX 222905

Chantilly, VA 20153-2905

Please indicate on check: ATTN: "CG-1705 Memorial Fund"

Also, see attached link to the Ptero's website for a way to send funds electronically. <http://www.aoptero.org>

#### CG1705 Memorial Patch

Use the link below to order patches. The company will donate all funds above their cost to the Coast Guard Aviation Association's CG1705 Memorial Fund. <http://www.rexmwess.com/cgpatches/aviation.html>

There may be a slight delay due to the number of patches being ordered. The company will accept orders of any size, ones and twos are fine, but if units organize with large orders it may increase the amount of money that will be contributed to the memorial fund due to minimized shipping and handling charges.

#### CG1705 Physical Memorial

A physical memorial is currently being designed. There will be an opportunity to purchase engraved memorial bricks once the design has been finalized. More information will follow at a later date.

Please remember that as an active duty member of the Coast Guard you may not solicit donations from individuals, businesses or organizations; please consult a Coast Guard legal office if you have questions.

Air Station Sacramento POC: CDR Pete Schichtel (916) 643-7662, or the unit Command Master Chief AMTCM Brian Byrd (916) 643-7607.



## Former 'Ancient Al' to be Inducted into Women Aviators Hall of Fame



**VADM Vivien S. Crea, USCG (Ret.),  
USCG Ancient Albatross #21**

ALCOAST 686/09

THE 21ST ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE WILL BE HELD ON 25-27 FEBRUARY 2010 AT THE CORONADO SPRINGS RESORT, LAKE BUENA VISTA, FL. THIS YEAR'S THEME IS "AVIATION - ITS A SMALL WORLD." THE CONFERENCE IS SPONSORED BY WOMEN IN AVIATION, INTERNATIONAL (WAI).

THE PURPOSE OF THE CONFERENCE IS TO FOSTER EDUCATION, CAREER DEVELOPMENT, AND TRAINING AS WELL AS PROVIDE NETWORKING AND MENTORING OPPORTUNITIES TO MEMBERS OF THE AVIATION COMMUNITY. CONFERENCE EVENTS INCLUDE: PROFESSIONAL DEVELOPMENT SEMINARS, EXHIBITS, AND A CG RECRUITING BOOTH. THERE WILL ALSO BE A MENTORING EVENT AND NETWORKING SOCIAL FOR ALL COAST GUARD ATTENDEES ON THE EVENING OF FRIDAY, 26 FEBRUARY.

AT THIS YEAR'S CONFERENCE, PTERO VADM (RET.) VIVIEN CREA, AVIATOR 1820, WILL BE THE FIRST CG AVIATOR TO BE INDUCTED INTO THE WOMEN IN AVIATION INTERNATIONAL PIONEER HALL

OF FAME. THE HALL OF FAME WAS ESTABLISHED IN 1992 TO HONOR WOMEN WHO HAVE MADE SIGNIFICANT CONTRIBUTIONS AS RECORD SETTERS, PIONEERS, AND INNOVATORS IN AVIATION. VADM CREA WILL BE HONORED AT THE CONFERENCE AWARDS BANQUET ON SATURDAY 27 FEBRUARY.

ATTENDANCE IS OPEN TO ALL MEMBERS OF THE AVIATION COMMUNITY BOTH MILITARY AND CIVILIAN. COMMANDING OFFICERS ARE HIGHLY ENCOURAGED TO PROMOTE AND SUPPORT MEMBER ATTENDANCE BY PROVIDING TIME AND FUNDING FOR THIS OPPORTUNITY, AND ARE AUTHORIZED TO ISSUE TAD ORDERS AT GOVT EXPENSE. IF UNIT FUNDS ARE NOT AVAILABLE, PERMISSIVE ORDERS ARE ALSO AUTHORIZED, IAW PERSONAL 7-A-10. REGISTRATION DETAILS ARE POSTED AT: [HTTP://WWW.WAI.ORG/10CONFERENCE/INDEX.CFM](http://WWW.WAI.ORG/10CONFERENCE/INDEX.CFM). CLICK THE "REGISTER ONLINE" LINK ON THE LEFT SIDE OF THE PAGE.

THIS YEAR'S CONFERENCE FEES VARY BY PACKAGE FROM \$319 TO \$454. LODGING IS AVAILABLE AT THE CORONADO SPRINGS RESORT AT \$144 PER NIGHT. A LIMITED NUMBER OF ROOMS ARE AVAILABLE AT THE GOVERNMENT RATE OF \$131 PER NIGHT BY CALLING 407-939-1020. LODGING MAY ALSO BE AVAILABLE AT THE NEARBY SHADES OF GREEN RESORT WITH A RANK-BASED FEE SCHEDULE RANGING FROM \$95 TO \$131 PER NIGHT. CALL 888-593-2242 TO MAKE RESERVATIONS. MORE INFO CAN BE FOUND AT [WWW.SHADESOFGREEN.ORG](http://WWW.SHADESOFGREEN.ORG).

CONTACT WAI AT (937) 839-4647 FOR FURTHER CONFERENCE INFORMATION.

CG POC IS LTJG VIRGINIA HUDGINS, (202)-475-5248 (VIRGINIA.D.HUDGINS@USCG.MIL).



## First Female CG Rescue Swimmer Retires

The first female Coast Guard rescue swimmer retired on 21 December after more than 25 years of distinguished CG service. Lt. Cmdr. Kelly Larson (formerly Mogk), the 13th District Command Center Chief, joined the CG in 1984 and became the first female to complete Navy Rescue Swimmer School on May 23, 1986. One of Larson's most memorable rescues occurred in January 1989 earning her an Air Medal and an in-person congratulations by then President George H.W. Bush. Larson played a key role during the rescue of a downed Air National Guard F-4 pilot who had ejected over the Pacific Ocean. Her actions included exposing herself to the hypothermic elements to free the downed pilot from his parachute and remaining in the water for a back-up rescue helicopter for transport. This allowed the rescue helicopter to immediately transport the pilot for medical care.

Larson attended Officer Candidate School in Yorktown, Va., in 1993, graduating to be commissioned as an ensign in the Coast Guard. Ten years after becoming the first female CG rescue swimmer, Larson attended Navy Flight Training in Pensacola, FL, earning her second set of aviation wings and became a CG rescue helicopter pilot (aviator 3278). Larson's list of awards include a Meritorious Service Medal, an Air Medal, two CG Commendation Medals, three CG Achievement Medals, Commandant's Letter of Commendation, five Presidential Unit Citations, four Meritorious Unit Citations, the CG "E" Ribbon, three CG Good Conduct Medals and two Special Operations Service Awards.



## CBP Launches New Maritime Unmanned Aircraft System by Juan Munoz-Torres, CBP Public Affairs



On 7 December, 2009, The U.S. Customs and Border Protection took delivery of the first maritime variant of the Predator B unmanned aircraft system. At a ceremony in Palmdale, California, CBP, U.S. Coast Guard, and General Atomics Aeronautical Systems, Inc. unveiled the prototype maritime variant Predator B, known as Guardian. To support future mission requirements, CBP in partnership with the USCG is exploring a maritime variant of its Predator B UAS to increase reconnaissance, surveillance, and targeting acquisition capabilities in maritime operating environments. For this purpose, GA-ASI, the manufacturer of the Predator B UAS, modified a CBP Predator B aircraft to become the Guardian.

The Predator B Unmanned Aircraft System has proven its value to homeland security over the nation's land borders, the Great Lakes region, and in support of DHS hurricane and flood response operations," said Michael Kostelnik, assistant commissioner for the U.S. Customs and Border Protection Office of Air and Marine. "With the introduction of the Guardian, maritime variant of the Predator B, DHS now has a powerful tool and force multiplier to increase maritime domain awareness and confront threats to our borders."

The Guardian has been modified from a standard Predator B with structural, avionics, and communications enhancements, as well as the addition of a Raytheon SeaVue Marine Search Radar and an Electro-optical/Infrared Sensor that is optimized for maritime operations. The

Guardian is expected to be ready for Operational Test and Evaluation in early 2010. This OT&E will be conducted jointly by CBP and USCG from Cape Canaveral Air Force Station, FL After the Guardian completes operational testing this spring, it will be deployed to the drug source and transit zones to support joint counter-narcotics operations.

In 2008, CBP and the USCG formed a UAS Joint Program Office to identify and address common maritime UAS requirements, including sensors, command and control, data exploitation, logistics and training, and basing.

"I am proud of our partnership with Customs and Border Protection to develop the maritime version of the Predator B," said Adm. Thad Allen, Commandant of the U.S. Coast Guard. "An unmanned aircraft system is a significant and needed force multiplier that will help us counter threats like narcotics and migrant smuggling, terrorism, and piracy in the vast expanses of the maritime domain. The collaborative work between Coast Guard and CBP officers at the Joint Program Office has been outstanding and we're seeing the results here today."



## AirSta Sitka Aviator Receives Royal Award



Award Recipient Lt. Sean Krueger  
(2nd from L), Aviator 3669

Not quite a knighthood but, instead, CG aviator Lt. Sean Krueger recently received a Royal award for leading a rescue mission in 2008 while on assignment with the British Navy. He earned the prestigious Prince Philip Helicopter Rescue Award presented by the British Guild of Air Pilots and Air Navigators at their annual Trophies and Awards Banquet in London Oct. 29. He was recognized for his actions as the aircraft commander of "Rescue 193", an H3 Sea King helicopter, resulting in the rescue of a fisherman suffering from a life-threatening abdominal injury. The man was rescued from a fishing vessel 172 miles southwest of the Isles of Scilly in the Atlantic Ocean in 58 mph winds and seas of more than 40 feet. "It was by far the most challenging rescue that I have ever done," said Krueger. "There was a distinct point where we considered aborting due to the challenging conditions; however, after one last try, we got our guy aboard."

During Krueger's two-year exchange tour with the 771 Naval Air Squadron, part of the Fleet Air Arm of the Royal Navy stationed out of Royal Naval Air Station Culdrose in Southwest England, the squadron averaged nearly 300 search and rescue cases each year.

The Prince Philip Helicopter Rescue Award is presented annually to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea search and rescue operations. It was first awarded in 1978.

The crew of "Rescue 193" was thrilled to meet and be congratulated by Capt.



Charles Sullenberger, the U.S. Airways captain who landed flight 1549 on the Hudson River earlier this year and received the guild's Master's Medal at the banquet. [Go to <http://www.youtube.com/watch?v=tE5eiYn0D0#t=109> to see a virtual simulation of the flight 1549 ditching...Ed]

"It should have been the other way around, but so it goes," said Krueger. Krueger has completed his tour with the 771 Naval Air Squadron and is currently serving as an MH-60 Jayhawk helicopter pilot at CG Air Station Sitka.

The Guild is a premier organization for aviators, established in 1929 to maintain the highest standards of air safety through the promotion of good airman-ship.

The crew was also recognized by the Shipwrecked Fisherman and Mariners' Royal Benevolent Society Oct. 14 and received the Edward and Maisie Lewis Award for an outstanding air and sea rescue.



### Air Station Kodiak Aviators to Receive Award

On 13 December, the Helicopter Association International announced the "Salute to Excellence" award winners for 2010 recognizing a Coast Guard Air Station Kodiak HH-65 helicopter crew for the Eurocopter Golden Hour award which will be presented at the HAI "Salute to Excellence" banquet Feb. 22, 2010 in Houston Texas.

Lt. Jason Smith (Aviator 3704A), pilot, and Petty Officer 3rd Class Blaize Potts, aviation maintenance technician, stationed in Kodiak along with Lt. Greg Gedemer (Aviator 3681), pilot, and Petty Officer 1st Class Matthew Thiessen, aviation survival technician, now stationed at Barber's Point, Hawaii, received this award for their heroic rescue of a crewman from the fishing vessel Kodiak suffering from a severe head injury, 90 miles west of Cold Bay, in blizzard conditions Jan. 30, 2009. Faced with low clouds, limited visibility and severe icings conditions, the helicopter crew navigated around 90 miles of islands and rocks covered in clouds and

snow using GPS and radar to transit safely to the fishing vessel. Once on scene, the crew faced the challenge of hoisting the crewman from the pitching and rolling vessel. With high antennas and rigging on the Kodiak, the hoist had to occur 75 to 100 feet above the vessel. On the first hoisting attempt, the rescue swimmer was lowered, but due to blizzard conditions and the position of the aircraft, he hit the vessel's crane before aborting. The helicopter crew then found a safer hoisting location away from the crane and other obstacles. The second hoist was successful and after rescuing the crewman, the helicopter crew battled blizzard-like conditions to transfer the patient to Cold Bay emergency medical personnel.

The "Salute to Excellence" Awards program, now in its 49th year, recognizes outstanding achievement performed by individuals or companies in the international helicopter community. For information about the 2010 "Salute to Excellence" Awards banquet and ceremony, visit [www.rotor.com](http://www.rotor.com)



### Santa, Coast Guard bring Christmas Cheer to Kodiak Island Villages



Santa and his elves brought Christmas cheer to the residents of the seven native villages on Kodiak Island aboard Coast Guard helicopters and the Kodiak-based cutter SPAR during the week of 10 December.

The Spouse's Association of Ko-

diak works year around to support the event by working with the schools, tribal councils and the community of Kodiak City to fundraise and collect donations. Each year the children of Kodiak Island receive toys, fruit and hats and mittens. This year for the first time the children also received books.

"Over 30 years ago my husband and I were instrumental in getting this program so that it was part of Coast Guard tradition," said Lynn Stiles. Her husband, Jim, was a pilot at the Coast Guard base in 1967. Stiles came back to Kodiak from her home, Evansville, IN., this year to accompany Santa on his rounds.

Santa to the villages is well received by all residents of the Kodiak villages and even adults can remember Santa's Coast Guard facilitated visits.

"It's wonderful for the kids," said Arnold Kewan, board president of the Native Village of Port Lions Tribal Council. "They've come out here since I was in school and I'm 44 years old. It gives the kids a chance to believe in Santa, which Santa is out there, and it makes them think about what they want to do in their lives when they see the helicopters fly over the villages."

Santa and his elves visited the villages of Port Lions, Ouzinkie, Danger Bay, Karluk, Larsen Bay and Ahkiok aboard MH-60 Jayhawk and HH-65 Dolphin helicopters. Santa took Coast Guard Cutter SPAR to Old Harbor.

"Every crewmember played a part in bringing gifts to 68 village children," said Lt. j.g. James Dooley, communications officer aboard SPAR. "Each child received a toy picked out just for them courtesy of the Spouses Association of Kodiak, as well as a set of hand knitted hat and mittens."

The crew of SPAR delivered food on behalf of the Kodiak Island Food bank including two pallets of dry goods and 24 Christmas turkeys. SPAR also donated six desktop computers as part of the federal Computers For Learning program under Executive Order 12999.

"A good time was had by all and the children seemed to enjoy themselves," said Dooley.

After the day's festivities, SPAR gave tours to 34 local residents, educating both children and adults on Coast Guard missions and vessels. SPAR is a 225-foot sea-going buoy tender homeported in Kodiak.



## ‘Out of the Blue’

by Ptero Ray Copin, Aviator 744



I was recently privileged to be in a crowd witnessing the ribbon cutting at a new and novel CG aviation exhibit less than an hour drive south of Norfolk, VA, and some thirty miles--as a helo flies--from historic Kitty Hawk, NC where the Wright brothers changed the world. If you find yourself anywhere near this latest show of rich American history named “Out of the Blue,” you will not regret taking the time to take it in.

In the heart of historic downtown Elizabeth City, NC, the Pasquotank River flows toward Albemarle Sound past a large, charming structure at water’s edge housing the Museum of the Albemarle, northeast regional history museum of the State of North Carolina. The museum offers a fascinating look at the progression of industry, lifestyle, technology, dress and other period features dating from the nation’s founding to present day. Creative exhibits trace interesting details of the past in appealing presentations permitting an informative overview, if one’s time is limited, and detailed examinations for those engaged in serious research. With the museum situated near the Atlantic Ocean and close to the famous Outer Banks, I was not surprised to see evidence of the CG in several exhibits. Period uniforms and artifacts of the CG and its predecessor organizations, the Revenue Cutter Service and Lifesaving Service, are shown along with enticing tales of rescues in the surf.

Coast Guard aviation previously appeared in several museum displays, but the rich history of CG aviation really landed here in style in the fall of 2009. After nearly two years of intense planning, Out of the Blue, a uniquely

designed wing of the museum was opened. This new exhibit traces the nearly hundred year history of CG aviation with highlights of nearby CG air facilities. Only a few miles from the museum, several CG units perform their missions on and from property at the Elizabeth City Regional Airport. An air station operates helos and long range fixed wing aircraft; a technical training center prepares men and women for duties as air crew members, rescue swimmers and aviation maintenance specialists; an aircraft overhaul and testing facility is ever busy with those functions; and various support services exist for the hundreds of Guardians and civilians operating and maintaining these units. Given this proximity, it was natural for the evolution of Museum of the Albemarle exhibits eventually to feature specifics of CG aviation. Once space was available, the museum staff sought advice and assistance from several CG sources bringing quick and helpful response in accord with the Coast Guard’s motto, *Semper Paratus* (Always Ready).

Considerable aid surfaced from representatives of the local commands, from the Office of the Historian at CG Headquarters in Washington, D.C. and from each of the more than thirty CG air stations. Detailed historical help came from the association. Two Pteros were of particular assistance in helping the museum ensure accuracy in its displays. The association’s volunteer historian Ptero John “Bear” Moseley, aviator 743 and retired airline Captain, provided valuable historical and chronological detail in documents he had researched and assembled covering the history of CG aviation from its earliest years to the present. The multitude of contributions by association history committee member Ptero Bob Workman, retired CG Captain and aviator 914, included countless hours and a great deal of direct support. He worked closely with museum staff during many visits from his home two hours distant. He furnished his carefully researched soon-to-be-published manuscript which chronicles the many contributions of CG aviation to Naval aviation during the period from 1910 to 1938. In addition to providing this impressive document which includes nearly three

hundred significant photographs, he supplied two models of historic aircraft which he crafted with exacting detail and which now soar suspended above one of the Out of the Blue displays. [See *Pterogram* 3-09, P.8...Ed.] The five-foot wingspan model of the famous Navy NC-4 aircraft helps depict the very first successful aerial crossing of the Atlantic Ocean which was accomplished in 1919 with CDR Elmer Stone, CG aviator number one and Naval aviator number thirty-eight, at the controls. The original NC-4, a Smithsonian holding, has been on display at the Naval Aviation Museum in Pensacola. Bob’s four-foot wing span replica of the Curtiss F-Boat seaplane, which was also flown by Stone, hangs near the NC-4 model. Soon to be added by Ptero Bob will be his eight-foot wing span model of the first Lockheed HC-130 ‘Hercules’ aircraft to enter CG service. Ever since that took place in 1960, as we all know the Hercules has been and continues to be the long range fixed wing workhorse of the service. Bob’s model of the first HC-130B, CGNR 1339 will appear in the CG colorings and markings of its day, suspended along with a replica of the HC-130J, latest in the line, in today’s markings. Thus, these two models will bridge a half century of USCG aviation history.

The story of CG aviation from its inception in 1916 is told in more than 120 artifacts, photographs, models, graphic panels, actual rescue equipment, and mannequins. A unique and favorite interactive, near life size rescue helo display is called “Jay,” named after CG HH-60’s. Here, youngsters, perhaps some of whom will themselves someday become Guardians, are invited to “come inside and play.” Depressing a button results in the replica’s tail rotor slowly turning. Children can then enter the



USCG Photo Public Affairs Specialist Andrew Kendrick  
“Jay” Helicopter Display Ready for Youngsters



cabin and crank the rescue hoist, bringing a “survivor” in the rescue basket to safety.



USCG Photo Public Affairs Specialist Andrew Kedrick  
Alex and Elijah Kendrick Rescuing a Stuffed Bear

Miniature air crew flight suits are available for photographic purposes and to add realism to the child’s experience. Jay is sure to forever delight and inform children and adults alike who are fortunate to enjoy Out of the Blue at the impressive Museum of the Albemarle.

The museum, offering tours, educational programs and membership opportunities, is located at 501 S. Water Street, Elizabeth City, NC 27909 and may be reached at (252) 335-1453, by E-mail at [moa@ncdcr.gov](mailto:moa@ncdcr.gov), or may be researched at

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

The author is indebted to Ms. Wanda Stiles, museum Collections/Exhibit Specialist, for institutional information and exhibit images for publication.

## You’re Never Too Old to be a Hero by Captain Frank Sturm, USCG (Ret.)

A new year and a new decade are here, and with it, I have a neat rescue story involving our own Jake Korn [*Ptero RADM, Aviator 2209...Ed*].

In early November, a man whose skiff overturned in rough waves off Point Loma, CA, was rescued by a Coast Guard boat and helicopter. The man, who is in his 40s, was taken to Scripps Memorial Hospital in La Jolla, with severe hypothermia, but later recovered. The story in the newspaper was short and sweet. Here is the rest of the story, told by Jake (I had to squeeze it out of him):

“We were just leaving dinner at Capt Tom Farris’ house [CO of the Coast Guard Sector] which is one of the old lighthouse keeper’s houses at Point Loma when Tom’s wife heard calls for help from his backyard, which drops a couple hundred feet down to the Pacific Ocean. It was pitch black so we couldn’t see anything, but were pretty sure somebody was in trouble. Tom called for a [Coast Guard] boat and helo and helped me get a one person kayak down the cliff - he had a knotted rope to get down and up. I paddled out and found the guy offshore cling-

ing to an ice chest and managed to drag him ashore.

“My Cell phone actually may have saved this guy. I got soaked by waves and it shorted out, but for some reason the flash stayed on steady and I signaled the helicopter with it. I don’t know if they would have seen us in time otherwise. He was pretty hypothermic - lost all ability to move and we were on the rocks at the bottom of the cliff at Point Loma. By that time, Tom had worked his way over the rocks to where we were and we helped the CG Rescue Swimmer get the guy into the rescue basket and they took him to a hospital for hypothermia. I think his boat sunk because there were gasoline fumes around him, but he was incoherent and all he could get out was that a big wave swamped him and he didn’t remember anything else. No clue how long he had been in the water.

“It is a good thing that Cathy Farris heard the guy yelling, because the rest of us helo pilots are partially deaf. I guess he had the good sense to sink near CG housing. That is basically the story now - it may get better later. OK back to work.

“



**CALL ME JAY—COME INSIDE AND PLAY**

Hi—I’m an HH-60J “Jayhawk” helicopter. You can call me Jay!

I work over land and sea with my helicopter crew friends in the Coast Guard. During the day, my Coast Guard friends clean and polish my aluminum surface. They give me a daily check-up and fill me with fuel so I can fly straight up, sideways, backward, or forward. It’s great fun!

I pride myself on being “always ready.” That’s the motto for all of us who serve in the United States Coast Guard. I’m always ready to fly on search and rescue (SAR) missions, which are trips to look for people who are in trouble and need our help. Sometimes we rescue people stranded on housetops, rocks, cars, and boats that have turned over in the water or are sinking. I’m a helicopter of many talents with lots of jobs to do.

We fly a lot, especially during bad weather. When people need our help, I carry the pilots, rescue swimmers, and flight mechanics to help them. The places we fly are very exciting, sometimes dangerous, and difficult for others to find. I have radar, radio, and computer-driven navigation equipment to guide pilots to the people in distress.

**Climb aboard!**

Step into my crew cabin, sit down, and look around it. Try out the rescue hoist. That’s the rope with the basket attached. It’s what we use to pull people to safety.

1. Turn the crank to lower the basket down, then load the bear into the basket. This is how rescue swimmers load someone in a real rescue.
2. After the bear is safely inside the basket, crank to lift the basket back into my crew cabin. Carefully remove the bear and put it in a safe place for the return flight.
3. After the rescue, push the GREEN button to signal the crew that we’re ready to “get underway.” The rear rotor blade will start to spin and the button will flash for one minute before we take-off. Then away we go to take our rescued person to safety!

Thanks for learning about me today! Please wave to me when you see me flying above your neighborhood. I’ll always be glad to see you and to know that you are safe.



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AirSta Detroit HH-65C over Detroit River with Renaissance Center in Background



AirSta Detroit HH-65C over Niagara Falls;  
Note CG Ensign in Doorway

## About Air Station Detroit

Commissioned in June 1966, Coast Guard Air Station Detroit is located at Selfridge Air National Guard Base, Michigan. Air Station Detroit occupied an excess Air Force hangar until construction of the current facility was completed in July, 1967. The hangar was dedicated two years later, in honor of LT Jack C. Rittichier, an exchange pilot with the Air Force 37th ARRS Jolly Green Giants during the Vietnam conflict. LT Rittichier, an Air Station plank owner, was killed in action when his HH-3F was shot down during a rescue attempt of a fellow aviator on June 9, 1968. Rittichier was awarded the Silver Star, three Air Medals and the Purple Heart.

Starting with ten Officers, 29 enlisted personnel and three Sikorsky HH-52A Seaguard amphibious helicopters, we quickly became an integral part of the Coast Guard's National Search and Rescue (SAR) effort and the aviation hub for the Ninth Coast Guard District, headquartered in Cleveland, Ohio.

Since its commissioning, the unit's prime area of responsibility has been the maritime environment of the Eastern Great Lakes Region. This region encompasses over one thousand miles of shoreline of Lakes Ontario, Erie, St. Clair, and Lake Huron up to the 44th parallel. During the summer season, the Muskegon Air Facility provides additional SAR coverage for eastern Lake Michigan. In SAR emergencies these boundaries are not recognized and assistance is rendered to any person in peril, regardless of location.



The Air Station works with and supports 30 Coast Guard shore units, five cutters, and many other federal, state, local, and Canadian government agencies. With two distinct SAR seasons: Winter with all the ice fishing activities and summer with the largest concentration of boaters per square mile in the world, Air Station Detroit averages over 320 SAR/LE missions annually that save an average of more than 30 lives and provides assistance to over 200 others.

Twenty-seven officers and 72 enlisted personnel, equipped with five HH-65C Dolphin helicopters, maintain a 24-hour Search and Rescue (SAR) and Law Enforcement (LE) alert. Additionally, Air Station Detroit conducts flights in support of domestic ice breaking operations, Marine Environmental Protection (MEP), and mission support for many agencies.

These missions include response to flooding on the Mississippi, Ohio, and Red River Valleys, shipboard deployments combating illegal drug/migrant activities in the Florida Straits/Windward Pass and crew augmentation for the Rotary Wing Air Intercept Mission charged with airspace security of the National Capital Region and other high profile security events.

This multi-mission capability plays a crucial role in public safety, navigability of waterways, pollution prevention, and compliance with Federal Laws, and exemplifies the Coast Guard's motto: "Semper Paratus" (Always Ready). Flying approximately 3200 hours annually, the station air crews have enabled the unit to amass an unprecedented record of over 60,000 accident-free flight hours.



# Coast Guard Helicopter Pilot No. 7

By Dr. David Rosen

U.S. Coast Guard CAPT Dave Gershowitz was one of the early enthusiasts of helicopters along with fellow flyers Frank Erickson and Stewart Graham (Helo pilots #1 and #2). Originally a Coast Guard (CG) Fireman from Brooklyn, NY, he trained as a pilot in Pensacola from August 1942- May 1943. Dave returned as an ensign to CGAS Brooklyn under XO Erickson at Floyd Bennett Field, the CG test site for Sikorsky helicopters. Despite skepticism and hostility from CG leadership, Erickson convinced officials to allow Sikorsky to supply 21 HOS-1 helos for training purposes. In WWII Gershowitz flew helicopters on ASW patrols guarding convoys leaving for England.

Additionally, he was tasked by the Department of Agriculture to spray DDT over farms in the Northeast. These tests eventually led to anti-malaria spraying in the Pacific war theater.

From Floyd Bennett Dave flew several of the earliest SAR cases using helos, including airlifting an inhalator to an icebound ship in Long Island Sound. After he hoisted a doctor to a rowboat in the Ambrose Lightship SAR case, Gershowitz achieved national renown as a hero. He became known as the "Flying Rabbi" or "O'Hara" since people had difficulty pronouncing his last name.

In 1946 LT Erickson recommended the CG send Dave to the Naval Test Pilots School at Patuxent, MD. He already had 500 hours of flying time. Gershowitz was not only the first CG pilot to graduate from TPS, but he was responsible for the Rotary Wing Test Project. He demonstrated the helicopter to Congress by landing at the Capitol building and circling it repeatedly.

Afterwards, LT Gershowitz served as one of three pilots on the icebreaker *Northwind* as part of Operation High Jump under RADM Richard Byrd. His helo, called the Flying Penguin, flew ahead of the *Northwind* seeking passages through the ice floes. Flying conditions were extremely dangerous as fog blotted out sight and sound. Operation High Jump lasted from

December 1946 to March 1947 and involved 11 ships and 4,000 men. CAPT Charles Thomas of the *Northwind* called the helicopter the "best piece of equipment ever carried on ice vessels."

Two penguins journeyed back to the U.S., overnighting in the bath tub in Dave Gershowitz's home. He received the "Order of the Penguin" for crossing the Arctic Circle.

As a pilot, Dave logged 3,000 flight hours in a career lasting from 1942-74. Serving as a SAR pilot in Port Angeles, WA from 1954-58 he was awarded the Air Medal for multiple successful SAR cases. Later, he served as Captain of the Port in Honolulu, HI and in Seattle, WA in addition to assignments as Chief of Intelligence and Chief of Reserves in the Coast Guard.



Clockwise from the top, Gershowitz piloting helo near the Statue of Liberty while assigned to Floyd Bennett Field.; CG#7 with his penguin friends; Igor Sikorsky presented Gershowitz this autographed photo of the renowned aircraft designer; and above, the *Northwind* in cold country. Gershowitz flew ahead of the ship during Operation High Jump identifying passages through the ice floes for the ship. A master rotary wing aviator, CAPT Gershowitz was Coast Guard Helicopter Pilot No. 7.

*Author's note. I'm indebted to LCDR Tom Beard and Hazel Gershowitz, Dave's widow, for the material in this article. Both live in Port Angeles, Washington. I am seeking any anecdotal material from Wings of Gold readers who may know about Dave's career in the Port Angeles area. CAPT Gershowitz passed away August 12th, 1995.*





## Dave Sinclair, Aviator 179, Closes Out His Logbook

by Ptero Terry Sinclair, Aviator 1453

Dave Sinclair, Aviator # 179, closed out his log book on 9 December 2009. "The Captain" passed peacefully just a week after a family Thanksgiving gathering where he toasted his family, the CG, and our great Country.

Dave was older than most of his CG Academy Class of 1939, with two years at UCLA before entering the Academy. WWII put him on the *CGC Duane* (Oakland), the *CGC North Star* (Boston), then on the *CGC Mohawk* (Boston) as an "ice Brother" in Greenland waters for a total of 4 years at war in the North Atlantic. While on *Mohawk*, Dave promoted from Ensign to Lieutenant, and was the ship's Executive Officer. His Commanding Officer found him "too valuable" to let go to flight training with his peers, but he made it to Pensacola in 1943. Consequently Dave was always senior (Ops & XO) at Air Stations St Petersburg, Port Angeles, Elizabeth City and San Diego, then CO of the International Ice Patrol detachment, and CO Air Station San Juan. Just after breaking the sound barrier at special Air Force familiarization training, Dave was returned to sea duty as XO of *CGC Northwind*, followed by CO of *CGC Wachusett*, then ashore as Commander, Far East Section in Tokyo overseeing establishment of the Loran C chain and transfer of the Loran A stations to host countries. His HQ tour was not his favorite, but he did win the hard fight to put blue law enforcement lights on all Coast Guard boats (he and Commandant Willard J Smith seemingly the only ones who thought it a good idea). Dave retired as Chief of Staff of the 12<sup>th</sup> District.

Dave's professionalism was tested in his early aviation tours, when he used his position to insist all pilots develop proficiency in instrument flight, not an official requirement nor a popular standard in the "seat of the pants" era. His point was driven home when a Port Angeles PBY was lost during an instrument approach to Medford OR airport. They were doing OK on instruments, but cancelled IFR when it

got rough in the clouds and tried to go visual, striking a ridge and costing four lives. Dave launched, broke out on short final, landed and hiked back to the tragic scene. His pilots were more receptive to instrument proficiency after that.

Dave's long retirement centered around the water, sailing, and being an active part of the San Diego Maritime Museum. He and Mary traveled frequently, to Europe, Central America and Alaska. For his 90<sup>th</sup> birthday, Dave returned to the air for two hours of acrobatic sailplaning ("I was just the co-pilot").

When Mary's Alzheimer's became too much to manage in San Diego, they relocated to Ashland OR to be close to daughters and a Sea Scout buddy. Dave was 94 and is survived by Mary, their 4 children, 7 grandchildren, one great granddaughter, two classmates and one of his Sea Scout shipmates.

Dad was proud of forcing instrument proficiency long before it became a standard, and I've been approached by several old timers who said "we hated your Dad for that, but looking back we can say he saved our lives by making us learn it". He was also adamant that only the aircraft or ship on scene really knew the situation, and leaders needed to trust those on scene to know what could and couldn't be done, and not second guess them but back them up. He first introduced me to the phrase: "you have to go out, AND you have to come back too!".

Digging around his stuff a few months ago, I found a commendation for causing the familiar flashing blue lights on all CG boats and asked him what that was all about. He wanted it, his admirals didn't, but he got Willard Smith to overrule his chain and they've been on CG boats ever since. Who knew?

Mohawk Museum in Key West dedicated the XO's stateroom to Dad, and runs a continues loop video of Greenland Patrol movies Dad took with an 8mm camera.

Terry (#1453)



## AirSta Miami Pilot's First SAR Case is Big Success

By Ptero Scott Black,  
Aviator 3838A

When D7 called, Ptero Kelly Deuter-mann, Aviator 4164, was already in the OPSCEN, and helped determine feasibility of using the Falcon and H65 together since the OPBAT crew at Autec wasn't available. She already had a plan in place and had made the appropriate contacts for fuel at Treasure Cay when D7 made the call to send both aircraft. Due to poor weather near Miami, we departed IFR and received vectors around the majority of the storm activity, and ATC threaded the needle with us between the cells to get us East to Treasure Cay. Once we got to Treasure Cay, the FBO folks were standing by with the runway and taxiway lit up and a fuel truck. One of the ladies at the FBO let us use her cell phone to call back to D7 to get status updates on the 2117's progress in locating the vessel. When we were informed that they found the vessel but had 15 minutes to bingo, D7 quickly decided to have us wait for the HU-25 to refuel and proceed out with them back to the vessel's position. As we approached the last position the HU-25 had for them from their first sortie, we located the vessel concurrently and set up an orbit to communicate with them. They were quick in asking to come off the vessel, and we orbited for a few minutes while they gathered their passports and appropriate documents. We deployed the Rescue Swimmer near the vessel, in the direction of drift. Due to the fast pace of drift, however, Juston just missed the boat as it drifted past him at 6.5 knots (relayed by one of the people on the vessel referenced from their GPS). We recovered Juston back in the helo and placed him a little farther away the next time, and he was able to line up and get to the vessel to collect the first person. He brought the survivor away from the vessel, and we hoisted the survivor in the basket followed by Juston. We then lowered Juston to the water again, and he continued to fight through his seasickness to reach the vessel again and bring the remaining two people away from the sailboat. Once the basket was lowered, the survivors (tied together) became entangled in the basket since [See 'First SAR Case' on P. 18]

## Los Angeles Air Station by LTJG Joshua Murphy, Aviator 4221



U. S. Coast Guard Aviation arrived in Los Angeles, CA as a small aviation detachment in August 1962 with one HO-4S helicopter. A few months later, AirSta Los Angeles was commissioned with two HO-4S helos, nine officers, and twenty enlisted members. Many changes transpired over the next 47 years. The venerable HH-52A "Sea Guard" maintained the watch from 1963 until the arrival of the HH-65A "Dolphin" in 1987. The most recent aircraft upgrade (to the MH-65C) was completed in November 2009 with the arrival of CGNR 6584. The "84", (photo above), is the only aircraft in the fleet with the original HH-65 paint scheme, commemorative of the H65's 25<sup>th</sup> anniversary in the CG.

AirSta Los Angeles's four MH-65C multi-mission helos are based at Los Angeles International Airport occupying a CG owned hangar on a 3.8 acre plot leased from the City of Los Angeles. The unit is responsible for an AOR of over 20,000 square miles, from Dana Point in Orange County, north to Morro Bay in Monterey County. A significant portion of the unit's missions are spent operating in the interagency environment. The enhanced communications suite of the MH-65C allows for greater interoperability with state and federal partners, including LA County Fire, LA City Fire, LA County Sheriff's Dept, CBP, US Border Protection and many more. On any given

day, AirSta Los Angeles crews can be found conducting Living Marine Resources missions with California Dept. of Fish and Game, flying AMIO/CD missions along our southwest border, providing security for one of our country's most

vital maritime infrastructures (the Port of LA/LB) and our most visible legacy mission, search and rescue. In this past year, 254 SAR sorties were flown with 90 lives saved or assisted.

AirSta Los Angeles is staffed to support 256 shipboard deployment days per year. In the past year, unit aircrews have operated from U. S. national assets along the shores of South America, Alaska, Japan, Korea, India, Pakistan and the Horn of Africa. AirSta Los Angeles also maintains Rotary Wing Air Intercept (RWAI) qualified pilots that deploy to enforce air space surrounding National Special Security Events (NSSEs).

Capitalizing on the large population in the LA area, in 2009 alone, personnel from one of the CG's smallest Air Stations were able to directly reach over 250,000 people through air shows, static displays, flyovers, career days and motion pictures.

A small but proud member of Team Coast Guard, Air Station Los Angeles is home to Hollywood's real heroes.



## HH-65A 25th Anniversary Celebrated



The HH-65A 25th Anniversary celebration on 16 November was a very well-attended event with at least several hundred attendees, mostly of the support types. But the ALC CO, CAPT Ed Gibbons, the Product Line Manager, CDR Jim Seeman, Mr. Marc Paginini of Eurocopter, Mr. Robert Koelling of Rockwell Collins, and Mr. Ron Sample of Turbomeca, represented all of the players and a BBQ lunch rounded out a great program.

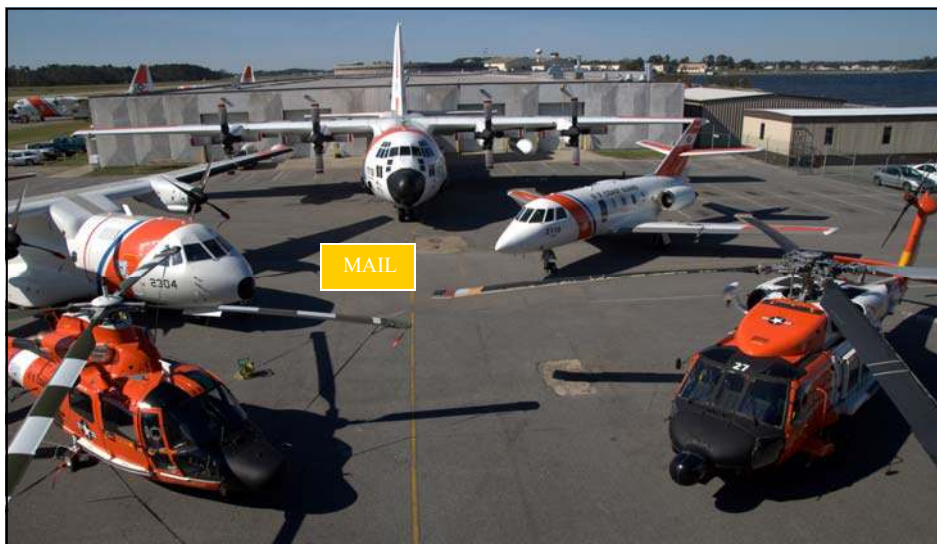
They had the first MH-65D in normal "tomato soup can" colors, and a MH-65C in "Legacy" colors, destined for Los Angeles, flanking the rostrum.

I'm enclosing a picture of Bob Wehr and me in front of the legacy bird. I was VP OPS and PMO and Bob was Director of Avionics, Flight Test and Certification at Aerospatiale (now Eurocopter) for the first delivery.

Ptero Art Wagner, Aviator 769







**Mail Call!**  
This issue's mail is brought to you by the  
Elizabeth City CG A/C Fleet

### **Pritchard, Bottoms, Howarth Expedition**



After reading about the new search for the Pritchard/crew/and presumed Army Air Corps personnel, I thought you might be interested in a low tech search in 1994 USCG lore. In 1994 on an Arctic East deployment, Northwind anchored in the same spot that Northland was when they attempted to rescue a second group of Army guys off the Greenland ice cap. The first lift was successful. Northwind sent two H-52s to do a standard search for signs of the missing USCG A/C. Knowing the geology of the ice, I didn't expect that we'd see anything on the surface, and we didn't. The ship's DCs made a very nice cross with metal letters 'USCG' and we planted it as best we could at a likely spot. Both H-52s started up flawlessly, which was great since none of us thought about before we shut down.

In the picture is part of the AVDET; the whole crew is listed in the Northwind hangar display at the USN Aviation Museum in Pensacola. Our Senior

Aviator, who is in the picture, was LCDR Owen Fullmer. He was a prince of a shipmate and, when he passed away at USCGA playing basketball, we lost a great Coast Guardsman. I took the picture.

The new search effort seems much more technologically advanced and I hope they succeed.

Ptero Rod Leland, Aviator 1556

### **Melnick/Thorsen \$1 Bill Saga Clarification**

I do have one correction....which will be too late, and not important enough to be corrected in the future,---the dollar bill Bruce presented me was the dollar I won from him during a golf match at the 1988 Ptero roost. After he paid up, I gave it back to him, asking that he take it on his upcoming space flight, and then send it back to me. During the time from then until the Roost this year, I had not heard from him....so, it was a real surprise to me when he presented the bill, suitably inscribed on one side with "Won fair and square during the 11<sup>th</sup> Pterodactyl Gathering golf tournament on 15 Oct 1988 at NAS New Orleans Golf Course." On the other side is "Flown Aboard Discovery, STS-41, 10/6 -10/1990." And signed "Bruce Melnick, MS-1, CDR-USCG". I am going to have the bill mounted in a frame which will allow both sides to be seen, and give it to my grandson.

Ptero VADM Howie Thorsen, Aviator 776

### **Forest of Friendship Amplifying Info**

The Forest of Friendship described on

page 20 in Sitrep 3-09 on the outskirts of Atcheson, KS was created by the Ninety-Nines (Women Pilots organization). This occurred sometime before 1976. The Ninety-Nines had already owned the Atcheson home (overlooking the Missouri River) where Amelia Earhart was raised and which they now operate as a museum (I gave them a new national ensign and Iris and I both have bricks out front). Anyway, as 1976 approached, the leadership gals of the 99's came up with the idea of establishing a "Forest of Friendship" and flew in (in their own aircraft) seedlings of native trees from each of their chapters (all 50 states and 35 countries) and had them planted with a cement sidewalk meandering through the grove of trees which take up the acreage of a small golf course as I recall. Readable from the walk by each tree is a plaque identifying the place and tree, e.g., Western Hemlock - Washington. Starting in 1976, or maybe 1977, the 99's has had an annual "induction" weekend in June for people who have contributed to aviation. In 2000 someone nominated Iris and a girlfriend of hers to come to that weekend to be honored with induction as the first flight attendants to be included. We went and it was a great weekend the outward and visible sign of which is a brick saying IRIS PETERSON COPIN in the walk near the Washington hemlock.

The 99's name came from the origin of this group -- in the 30's, Amelia and buddies put out the word to other women pilots to gather (much as the Ptero founders did) and 99 showed up and, among other things, elected Amelia as their first Prez. That, I suppose, is the rest of the story.

Ptero Ray Copin, Aviator 744

### **Jack Rittichier Background Info Requested**

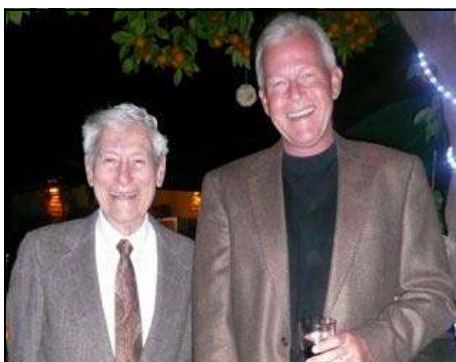
I request that anyone who knew Jack Rittichier in his CG days please contact me. I have very little info on his DCA program, his tour at E. City, and some info on his AirSta Detroit days prior to his Vietnam assignment. Thanks.

Jim Loomis, Aviator 1179

jloomis3@aol.com (860) 287-1108



## Ptero Marty Flesh Sighting



While vacationing in Mexico in November, Ptero Jim McManus, #2143 (R in photo, in case you didn't figure it out...Ed.), ran in to Ptero Marty Flesh, #543. No one was hurt and feathers were smoothed over a cold libation. [Marty passed away on 16 Jan. 2010 at age 86. Internment will be at Sarasota, FL Nat. Cemetery. See website for obit...Ed.]

Ptero Jim McManus, Aviator 2143

## Rescue Swimmer Program 25th Anniversary to be Celebrated

ALSE Technical Services in Elizabeth City, NC, in conjunction with an ALSE Conference coming up in March 2010, is planning a Rescue Swimmer Program 25th Anniversary event for April 2nd 2010. It will be a reception with invited speakers.

For more information visit <http://uscgrs25.blogspot.com/> or contact ASTCM Dyer [Scott.E.Dyer@uscg.mil](mailto:Scott.E.Dyer@uscg.mil)

## 1952 PanAm Crash Remembered

My name is Yvonne Rosario and my mother, Gloria Rosario, is one of the survivors of that tragic PanAm Flight 526 on April 11, 1952. She was a new bride at the time and was flying out to New York to meet my father who was then in the Army. My mother saved newspaper clippings from this fateful accident and I happened to come upon your website looking for newspaper clippings to download for myself.

My mother is going to be 80 years old on January 25th. My mother is frail now and stricken with Parkinson's Disease; however, she has had a happy and fulfilling life with my father, Hipolito. He will be 82 on January 30th. They have

been married 58 years. My mother became a social worker and worked for the department of Social Services, Division of Adoption and Foster Care in New York City for 33 years. She earned her Master's Degree during that time. My dad left the Army after two years and worked as a machinist and eventually opened up his own shop. She and my dad have 13 great-grandchildren. I have two brothers and one sister and three grandchildren myself!

My mother braved those treacherous waters and was rescued initially by the airplane flight crew...she was one of those 13 rescued from the life raft. Her cousin, who was traveling with her, unfortunately was too afraid to jump out of the plane and drowned. Thank you so much for posting your wonderful article describing the bravery of those men who rushed to save my mother and the rest of the survivors! Were it not for them, I would not be writing this email to you.

Sincerely, Yvonne Rosario

On my website [www.zianet.com/tmorris/index.html](http://www.zianet.com/tmorris/index.html) under the CG articles is the article Yvonne refers to, 'A Tragic Good Friday, 11 April 1952.' Jim Lee (AOC retired) gave me some facts and I researched and filled in the article. LCDR Ken Bilderback was a big help, as was LT Rapalus, in getting things in the proper order.

Anyhow, I received this email on 10 January, nearly 48 years after the accident. I know Bilderback has passed away, and I don't have any addresses for the other crew members involved. I thought this might reach some who are still with us. One other article, 'The Rescue of Jack Beauchamp Mutton, August 19, 1947' is also on the website. The thank you from his daughter, Barbara, is added at the end of the article nearly 63 years later.

Letters like Yvonne and Barbara's sure can make you feel great even after all the years.

Ptero Ted A. Morris, P-2163

## CG Air (AKA 'Cosmic Airlines') Reunion Approaching

The 51st CG Air Reunion will be held on May 23-25, 2010 at Atlantis Casino, Resort, & Spa, Reno, NV. All are invited. POC: ATCS (Ret.) Roger M. Schmidt [rogngina@sbcglobal.net](mailto:rogngina@sbcglobal.net) or (925) 443-1449.

## CG to be part of Virginia Beach 'Association of Naval Aviation' Monument

While walking the boardwalk in Virginia Beach in October, Christa and I stopped by the Association of Naval Aviation (ANA) Memorial to Naval Aviation. It is an impressive memorial complete with laser etched photographs, sculptures, and a most pleasant setting. It attracts a lot of attention. While there, I met RADM Fred Metz USN (Ret), who is the person responsible for the memorial. During our conversation, I learned that the CG would be recognized along with the Marines as part of Naval Aviation. RADM Metz spoke of some difficulty in obtaining the appropriate Coast Guard Flag, and pictures of a cutter and HH-65 which will be laser etched into the existing memorial stone that is in place just for that purpose. He commented that the only retired Coast Guard persons that he personally knows are of the "icebreaker part of the Coast Guard". I told him about the Pteros and suggested that it might be wise to contact someone in the organization.

Ptero Sperry Storm, Aviator 1111



In signing on the "Approved" line... I assume complete responsibility for layout, spelling and dates. I also agree that after signing this proof no further changes can be made.

Purchaser Name: \_\_\_\_\_

Approved: \_\_\_\_\_

Date: \_\_\_\_\_

**Laser Imaging & Design**

[The CG liaison to the Virginia Beach chapter of the ANA is Ptero Steven Vigus, Aviator 3116. Watch for a future article in the Pterogram about the Monument to Naval Aviation and events related to the 2011 Centennial of Naval Aviation...Ed.]



## SON HONORS CG AIRCREW DAD HE NEVER KNEW

by Ptero Ray Copin, Aviator 744

A recent article in the Times-Standard newspaper of Eureka, CA reported on a newly created scholarship fund at Humboldt State University made possible by the son of a CG air crew member who died during a rescue mission 45 years ago. Seeing the announcement, Ptero Ray Copin, who knew the crew and was familiar with the accident, contacted the university and the donor, David Nininger Wells. From his own personal recollections and conversations with David, Ray prepared the following summary for the information of the membership.



This poignant story begins in 1964 three days before Christmas. In Northern California, heavy rains swelled the banks of the Eel River to overflowing, devastating the area and stranding hundreds of families on rooftops. Rain and fog with ceiling and visibility near zero were reported on scene. To assist, HH-52A CGNR 1363 launched from CGAS San Francisco for the 200 mile run up the coast. Aboard were CG LT Donald Prince, Aircraft Commander; Royal Canadian Navy Sub LT Allen Alltree, Copilot; and CG AE2 Jimmy Nininger, Flight Mechanic. At home in a San Francisco suburb, Jimmy Nininger's wife, daughter and six month old toddler son, David, prepared for a Christmas which never came for them. Jimmy, Don and Allen did not return from that mission. Their lives ended abruptly when 1363 crashed on their last planned rescue sortie after they had labored

all day long to hoist many lives to safety.

1363 had barely made it into the area before weather prevented additional airborne assets from arriving to assist in the initial flood relief effort. Don, Allen and Jimmy were on their own. As they worked relentlessly to hoist more than 60 persons to high ground, a local man, Arnold Hansen, familiar with area homes, volunteered to accompany the helicopter as a guide. Late in the day, a mother, her baby, and another person were hoisted from peril only to perish en route Arcata airport in the crash of 1363 which also took the lives of Hansen and the crew. Weather hampered search efforts for days, and it was nearly a week before the wreckage was located and the remains of the occupants recovered.

Years later, still more tragedy struck the CG and the area. By the late 1970's, CG AirSta Arcata had been commissioned and later transitioned from HH-52 to HH-65 helicopters and became CG Humboldt Bay Group and Air Station. Two air station air crews were lost on rescue missions in challenging weather, HH-65A 6541 in 1994 and HH-65A 6549 in 1997.

Ensuing years have seen many tributes to the victims of these helicopter accidents. In addition to crew military awards, a Posthumous Public Service Award was presented to the widow of Arnold "Bud" Hansen. In 1998, an impressive memorial was dedicated at the air station in remembrance of the men and women lost in CGNR's 1363, 6541 and 6549. More than 50 family members of the crews and local victims came from all over the country to attend the ceremony. In 2001, former Canadian Naval aviators traveled to the memorial in honor of their friend and former shipmate, Allen. In 2004,

David Nininger Wells visited the area for the first time to learn more about the crash of 1363 that took his father Jimmy and to help plan a 40<sup>th</sup> anniversary remembrance.

In memory of his dad, David recently established a \$1,000 scholarship for students at Humboldt State University which will give preference to CG members, then children of CG members, and then local County residents. David has committed to support the fund for five years. Ultimately, to ensure continuance of the scholarship, a minimum endowment of \$25,000 will be required. Charitable contributions to support this scholarship fund may be mailed to **Humboldt State University, Gift Processing Center, 1 Harper Street, Arcata, CA 95521. Checks should include "USCG 1363 Memorial Scholarship - Ptero" on the memo line.** For more information, phone (707) 826-5118.

David will welcome information about his father, Jimmy, from former shipmates and friends. Mailings will reach him at **David Wells, 2919 Silver Estates, San Jose, CA 95135.**

### Endnotes:

The connections facilitating the communications with David and Humboldt State University were initiated by the newspaper article by Donna Tam and circulated in daily electronic news clips by the public affairs staff of the Commandant. It is also an example of the reach and relevance of our association.

Many details are not included in this brief summary of dramatic events. Many other shipmates of Jimmy at CGAS San Francisco no doubt have many memories of the circumstances in 1964. Here are just a few of my personal recollections as an aviator there at the time.

With no further word from

## CG Aviator #1, Elmer Stone's 123rd Birthday Celebrated

1363 as night fell at San Francisco on December 22, and with Arcata weather still below minimums, plans were made at CGAS San Francisco to mobilize a search as soon as possible. The next morning, when it appeared that an ILS approach into Arcata might finally be possible, a C-130B and HU-16E were launched. I piloted the C-130. We landed at Arcata right at minimums, and the Albatross followed. Right away we met with FAA tower personnel and local persons to begin our effort to trace the whereabouts of 1363 and discover what may have happened.

There was little to go on. We looked over logging maps with local loggers and tried to guess at a possible route by 1363 to the airport from the general flood area based on very sporadic and skimpy information including unconfirmed reports of lights having been sighted north of the airport. Spurred by the hope of the possibility of finding survivors, we placed an X on the map near a logging road and organized a group of some 40 volunteers to caravan to that road. A local person familiar with the road led the vehicles, including an ambulance, to the place where he believed we had selected. It was dark and raining steadily with very limited visibility. Perhaps ill advisedly under those conditions, I coordinated and led a land search by our aircraft crews, local Coastguardsmen and civilian volunteers into the second and third growth of sloping wooded terrain. The details of that frustrating and unsuccessful effort is a story in itself.

On December 29<sup>th</sup>, I was assigned to pilot a C-130 to return the remains of Jimmy, Don and Allen from Arcata to San Francisco. With my crew and I in dress blues, we slowly taxied in with three flag draped caskets on the open ramp and shut down near the air station crew assembled in formation. At plane side, the air station Executive Officer [See 'Son Honors Dad' on P. 18]

*[Following are excerpts from a Memorandum from Ptero Mike Emerson, Aviator 2799, Chief of CG Aviation Forces (CG-711), to Ptero VADM John Currier, Aviator 1877, Chief of Staff/Deputy Commandant for Mission Support (CG-01) requesting permission for all HQ aviators to wear inspection ready flight suits as the uniform of the day on 22 January 2010 to commemorate Elmer Stone's 123rd birthday and signal appreciation for the accomplishments contributed by those in flight-suits...Ed]*

'Pride is a BOLDFACE item in the Aviation Community, and donning flight-suits for this ceremonial purpose will allow us to reflect on common origins and celebrate our collective identity. We feel compelled to honor CDR Stone as both an airman and mariner. After earning his wings in Pensacola, FL in 1917 he commanded the CG Destroyer CUMMINGS in 1928 and the first CG Air Station in 1932. Perhaps wearing flight-suits for a day might be a fitting tribute to his purpose and vision that has grown into what CG aviation is today.'

The memo was forwarded, 'recommending approval with great respect and camaraderie,' by RDML Vince Atkins, Chief, Office of Counter Aviation/Asst. Commandant for Capabilities (CG-7) who added the following remarks:

'I have always had the utmost respect for aviators and the important job they do to support the under way fleet. It was my honor to work 20 hour days underway so

that the deployed aircrews could be sure to get 'adequate crew rest' for their two hours flights. As CG-7, I plan to direct more funding to aviation to help solve one of the oldest problems in the fleet. That of course is the mysterious 'chip light' that always illuminates anytime a deployed helo lands on a resort island. As CDR Stone was also a mariner, next year I suggest the aviators can honor him by working a week void of any 'sliders,' two hour lunches spent 'hangar flying,' or countless hours spent locked in their offices 'strategic crew napping.'

The memo was 'APPROVED!' by VADM Currier.

Elmer's birthday was also celebrated at AirSta Sacramento, among other places. The picture on P. 20 shows some unidentified members of the 'Swimmer Shop' and the picture below shows a group of Sacramento aviators gathered to honor Elmer.

He is buried on 'Coast Guard Hill' at Arlington National Cemetery.







## 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 late-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> |
|--------------------------|-------------------|-----------------------|-------------------|
| AMT3 Jerry Lawrence      | Kodiak            | AMT3 Michael Lewis    | Clearwater        |
| AET3 Katherine M. O'Nale | San Francisco     | AST3 Kevin Cleary     | Corpus Christi    |
| AST3 Rafael Aguero       | Kodiak            |                       |                   |



## 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> |
|----------------------------|-------------------|-----------------------------|-------------------|
| 4210 Andrew H. Zuckerman   | Atlantic City     | 4211 Taylor K. Eggleston    | Miami             |
| 4212 Benjamin E. Neal      | Pensacola         | 4213 Augustino Albanese     | Atlantic City     |
| 4214 Matthew S. Austin     | Miami             | 4215 Dominic N. Bucciarelli | Atlantic City     |
| 4216 Daniel G. Eyer        | Miami             | 4217 Kenneth R. Ingram      | Borinquen         |
| 4218 Terrance L. Herdliska | Humboldt Bay      | 4219 Peter E. Maloney       | Barbers Point     |
| 4220 Jonathan P. McCormick | Elizabeth City    | 4221 Joshua C. Murphy       | Los Angeles       |
| 4222 Jarret P. Stricker    | Pensacola         | 4223 Thomas E. Humphrey     | Elizabeth City    |
| 4224 Derek D. Wilson       | Corpus Christi    | 4225 Ryan R. Ramos          | Borinquen         |
| 4226 Derek L. Schramel     | Los Angeles       | 4227 Bryan P. Brownlee      | Mobile            |
| 4228 Daniel W. Lavinder    | Savannah          | 4229 Jamesen G. Saviano     | Miami             |
| 4230 Joseph R. Semke       | Clearwater        | 4231 Hunter T. Atherton     | Sacramento        |
| 4232 Michael S. Miller     | Elizabeth City    | 4233 Anthony R. Martinez    | Elizabeth City    |



**Son Honors Dad FROM 17**  
then led the first memorial service for the fallen.

I was privileged to attend and speak at both the Arcata memorial dedication in 1998 and the 2001 gathering there with the Canadians.



### First SAR Case FROM 12

they didn't know how to board it; Justin quickly decided to disconnect the basket to prevent them from being lifted to-

gether by the sides of the basket in the event of an inadvertent climb. After clearing them from the basket, Justin got one of the survivors ready to be hoisted in the basket, and we lowered the hook to retrieve them. Following that hoist, we brought up the last survivor in the basket, followed by the RS on the bare hook, and departed scene. During hoisting, Kelly and I transferred the controls back and forth several times based on who had the best vantage point on either the survivors or the vessel. The on

-scene conditions were 7-10 ft seas, winds gusting from 10-25 knots, a barely discernable horizon, and very low illumination with the lack of a moon and a large amount of cloud cover overhead obscuring the stars. During the 60 minutes of hoisting, we continually lowered our bingo fuel until we finally set it to 200 as we recovered the RS. After we recovered the RS, we departed for Treasure Cay with Bingo +04, landed again, shut down, and handed the survivors off to the local fire chief.



**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)**

Name \_\_\_\_\_ Rank/Rate \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**CHECK BOX(es) IF Spouse, Phones or Emails NOT to be listed in Directories**

Spouse: \_\_\_\_\_ ☐ TP Res. ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

Email Res. \_\_\_\_\_ ☐ TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

Email Work: \_\_\_\_\_ ☐ TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

#### **Sign me up for:**

- ☐ Life Membership \$ 250 (includes a Ptero Pin)  
☐ Annual Membership \$ 20 (*Active Duty \$15*)  
☐ Ptero Ball Cap \$ 20 (includes postage)  
☐ CG Aviation History Book \$ 45 “ “  
☐ Book: *So Others May Live* \$ 25 “ “ (Paperback \$14)  
☐ Ptero Bumper Stickers \$ 3 each, 2 for \$5  
☐ Ptero Patch, 4 inch \$ 8  
☐ CG Aviator/Aircrew/RS/Auxiliary Pennants \$30 “

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

**Jan 2010 Please make copies of this form and pass it on.**

**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**

**Rescue Swimmer Award** FROM 2 under the strain of the tumultuous seas. Demonstrating exceptional courage, PO DAZZO was lowered into the heavy seas to rescue the mariners from their perilous situation. With stalwart physical ability, he directed the first sailor from the raft and positioned into the rescue basket. With the first survivor safely aboard the aircraft, PO DAZZO was hoisted and repositioned back to the raft, where he reentered the roiling seas. He again battled the waves to save the second mariner. PO DAZZO reentered the waves a third time and struggled toward the last crewman. As the rescue basket cradled the final survivor, PO DAZZO succumbed to exhaustion and gave the emergency pick-up signal. With the hoist cable beginning to fray, and battling significant salt water ingestion, PO DAZZO was lifted for the final time from the treacherous seas. CG6014 flew to Marine Corps AirSta Cherry Point with the three grateful survivors.’

The Star of Courage is a decoration that is, within the Canadian system of honours, the second highest award for bravery (second only to the Canadian

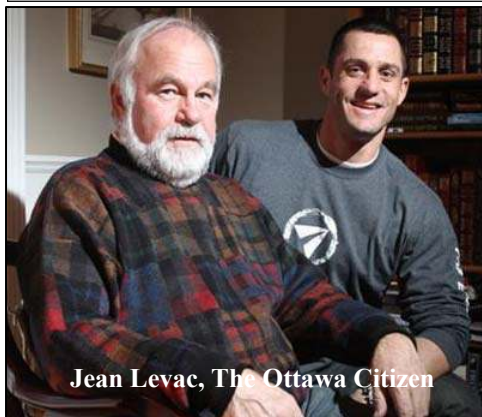
Victoria’s Cross) and one of the three Canadian Bravery Decorations gifted by the Canadian monarch, generally through his or her viceroy-in-Council. Created in 1972, the medal is presented to both living and deceased individuals deemed to have performed “acts of conspicuous courage in circumstances of great peril, and grants recipients the ability to use post-nominal letters.” On 1 May 1972, Queen Elizabeth II, on the advice of her Cabinet under Prime Minister Pierre Trudeau, created the Star of Courage to recognize acts of great bravery. Any person, living or deceased may be nominated for the Star of Courage; it is not necessary that the act of bravery take place in Canada, nor must the person who carried out the act be a Canadian. However, the event must have involved Canadians and/or Canadian interests. There have been a total of 417 awarded.

AST1 Dazzo is shown at right with Rudy Snel at Rudy’s home shortly before the 4 February award presentation.

*Congratulations!*



Canadian Rudy Snel (62) of Manotick, Ontario flanked on Right by fellow survivor Jean Pierre deLutz (58) aboard MH-60 CGNR 6014. The other survivor was Ben Tye (31). The FM was PO2 (now PO1) Scott Higgins.



Jean Levac, The Ottawa Citizen

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Detroit Air pg. 10



Elmer Stone's 123rd Birthday  
Celebrated pg. 17



Los Angeles Air pg. 13



MAIL pg. 14



CP LT Kelly Deuter-  
mann, R in photo, cele-  
brates her first success-  
ful SAR case on 18 De-  
cember with the three  
elderly survivors of a  
sailboat and the rest of  
the AirSta Miami HH-65  
CGNR 6570 crew:  
AC LTJG Scott Black,  
FM AMT3 Christian  
Rivera, and RS AST3  
Juston Lee. See story on  
P. 12

**THAT'S NOT ALL !!**

