



PTEROGRAM

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

Sitrep 2-09 Summer 2009

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

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Come One! Come All!
Our next "Roost" is right around the corner!
ELIZABETH CITY, NORTH CAROLINA
October 1-4, 2009



This year's roost returns to the majestic Principality on the Pasquotank to celebrate the Ancient Albatross Change of Watch (during which VADM Vivien Crea will be relieved by RADM Gary Blore), and the grand opening of the CG Aviation Exhibit at the Museum of the Albemarle. There will be many traditional roost festivities including golf and bocce ball ptourneys, as well as walking tours, wine science, and side trips to nature and historical sites. An optional "Professional Discourse" agenda will offer tours of the nearby Aviation Logistics Center and Aviation Technical Training Center, with panel discussions, technical presentations, and static displays of new and old CG Aviation technology. We'll specifically honor the recently-renamed Aviation Logistics Center (former AR&SC), commanded by Captain Ed Gibbons, for their superlative achievements. Mr. Sergei Sikorsky and CDR Stew Graham will reprise the early days of helicopter development. The keynote speaker at Saturday night's awards banquet will be Mr. Roger Connor, curator of the National Air & Space Museum (Udvar-Hazy Facility) in Chantilly, VA. Roger will make a surprise announcement that will offer a serious challenge to our association. Roost HQ will be at the Fairfield Inn (252) 333-1003. Refer to Pterogram issue 1-09 for more hotel info.



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 VERY SOON TO REMAIN IN GOOD STANDING.

NOTE: Changes in dues were approved at the 2007 business meeting and became effective in 2008.

Check 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 Aviator 1520 (CGAA/AOP President)

My Fellow Pterodactyls:

We have many accomplishments to celebrate thus far this year. Roost '09 planning is proceeding nicely, and I hope you plan to be on hand to welcome the newest Ancient Albatross as he hatches on the banks of the Mighty Pasquotank! We thank our sponsors for their continued support. Among many things, the HH-65C 6505 Memorial is nearly completed and will be dedicated on September 4th at Air Station Barbers Point. A "Katrina Ops" painting has been commissioned, and resident artist Bryan Snuffer is hard at work to complete this 4' X 4' mural for presentation to the Academy Superintendent on September 25th. We hope it will eventually reside in the Coast Guard Aviation section of a future National Museum of the Coast Guard heralding this century's most impressive challenge (thus far!).

A small but hardy group of Pteros will sally forth to Latrobe, Pennsylvania in early August to induct former Coast Guardsman, national golf hero, and pilot Arnie Palmer with appropriate ceremony into the ethereal realm of those who've been flying since the world was flat.

Finally, I wish to announce that it appears I may be your President-elect (along with my stalwart association officers) for the next two years, subject to ratification by the membership. I wish to make it known that I plan to re-direct all of my energies, and the resources of CGAA (within the bounds of conventional fiduciary restraint), toward the goal of delivering a "museum quality" HH-52A to the Smithsonian Air & Space Museum Udvar-Hazy Facility within the time remaining in my next term of office...so help me God.

With sincere thanks for your continued support,

1520



PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel.

Reproduction of Pterogram for further distribution is authorized and encouraged.

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Taps

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

CAPT Roger M. Dudley, 89 2/6/08

Robert L. Gregory, 116A 2/10/08

AMTCS Peter K. Amstutz, P-2770 2/12/09

RADM (Ret.) Bennett S. "Bud" Sparks, P-2033 5/22/09

COAST GUARD AIR STATION ELIZABETH CITY

by Ptero LTjg Jason Gale, Aviator 3912 and AET3 Michael Morrill

Minutes by air to the North from where the dream of sustained flight was first realized on the Outer Banks of North Carolina sits Air Station Elizabeth City, Guardians of the Atlantic and home of the mighty HC-130J and MH-60J. With a crew of more than 300 dedicated active duty, auxiliary and civilians, the Air Station maintains two search and rescue ready aircraft 24/7 ready to support all assigned missions.



Commissioned on 15 August 1940 at the dawn of World War II with 60 personnel and ten aircraft, three Hall PH-2 seaplanes, three Grumman J2F amphibians and four Fairchild J2K land based airplanes, the Air Station remained under Navy control for the first five years of its operational life. Early missions included anti-submarine warfare along with search and rescue. During the war, the Navy moved over 8,000 personnel and 100 plus aircraft to the new Air Station. In the post war era, the Air Station has been home to the HU-16E Albatross, HH-52A Seaguard, PB-1G Flying Fortress, HC-130B, HC-130H and many other types of aircraft. Most recently, in July of 2008, the operational HC-130J was introduced as the Coast Guard's most capable long range maritime surveillance aircraft sporting a powerful belly mounted surface search radar and nose mounted forward looking infrared/ camera pod, capable of recording color imagery.

Not to be outdone, the MH-60J will be relieved by the MH-60T throughout 2009 with an upgraded into-the-future glass cockpit and ad-

vanced avionics. With the aircrews trained and ready, Air Station Elizabeth City will be the MH-60T's first operational home.

Air Station Elizabeth City's missions are as diverse as the aircraft that have flown from her runways. Beginning in 1913, a year after the sinking of the RMS Titanic, the Coast Guard began participating in the International Ice Patrol, a mission assigned to the Elizabeth City Air Station for the past 20 plus years. Patrolling vast sections of the North Atlantic Ocean to chart the limit of all known ice is accomplished by the use of the HC-130J. Counter terrorism and homeland security are the newest missions the Air Station is prepared to perform, utilizing one of the Coast Guard's newest assets, the Maritime Security Response Team. This team specializes in non compliant boarding's, using highly trained vertically inserted personnel. The team is also utilized for security at high profile events such as the National Republican Convention and the Presidential Inauguration.

Counter-narcotics operations continue to be a very demanding mission where deployed crews and aircraft assist in the endless task of keeping illegal substances from being smuggled across our borders. Utilizing the technological advances of the HC-130J, with its powerful surface search radar, has netted an average of eight go fast boats with over 10 metric tons of contraband per patrol. These successes have been magnified by the ability to locate and stop the new contraband delivery method in the form of the Self-Propelled Semi-Submersible. Not able to hide from the powerful radar of the HC-130J, two of these vessels were seized last year in as many patrols, netting over 16 metric tons of narcotics.

Search and rescue remains a very traditional yet vital mission for the

Air Station as 279 cases were executed in 2008, saving over 96 lives off of the Atlantic coast and many more in the Hurricane Ike disaster zone along the gulf coast.



Mission diversity continues with transportation support for the National Strike Force, Port Security Units, FEMA and the Maritime Security Response Team. In the past year, Air Station aircraft have transported critical supplies to disaster areas like those ravaged by Hurricane Ike and the flood zones in our heart land.



Behind the dedicated aircrews are the men and women in the administration offices, supply and engineering departments that focus on all the little details ensuring our daily operational readiness. "Semper Paratus" or "Always Ready" is what Coast Guard Aviation is all about. The team of men and women of Air Station Elizabeth City comes together daily to achieve this common goal, bringing the unfortunate, cold and lost, back to live another day.



The Bird That Continues to Fly: A History of the Ancient Albatross Award

by Nora L. Chidlow, USCG Archivist

(This article was edited due to space limitations. Please go to the CGAA website "AOPtero.org" to read the entire article...Ed.)

"Know your craft. Retarded as you might look on the ground, in the air you must reign supreme. Study the rules of aerodynamics, the weather, watch the experienced aviators, and practice, practice, practice. Stand out there on the runway facing into the wind with your brand new feathered wings spread wide, just waiting to feel the lift. Play chicken with that big C-130 bearing down on you...he can go around. If you fly beautifully, no one will dare laugh at you for sitting on a green tennis ball instead of an egg." – VADM Vivien S. Crea during her Ancient Albatross ceremony at CGAS Elizabeth City

On 26 June 2008, VADM Crea became the Coast Guard's twenty-first Ancient Albatross – and the first female aviator to achieve this distinction. However, as RADM George Passmore so aptly put it when he relinquished the Ancient Albatross in 1992, it's not so much just an award:

"This ceremony is not about the principals....it's about this coat, flight suit, helmet and scarf I am wearing. It's about people, airplanes, history, heroes, and non-heroes. It's about our past, our present, our future. When it comes to flying, we think about people, the great deeds they have done. Some of the aviators who came before us made the ultimate sacrifice of laying down their life while trying to save others."

Ancient Albatross Award History

The Ancient Albatross award was initiated in 1966, the golden anniversary of Coast Guard aviation. By then, the Coast Guard had a fleet of 160 aircraft in service. LCDR Gilbert Brown, an aviator assigned to the Operations Aviation Units (OAU) in June 1966, had seen many references to the Navy's Grey Eagle award, and felt that the Coast Guard should have its own recognition as well. Brown's inspiration for the name of the award came from two

sources: Samuel Taylor Coleridge's 1798 *Rhyme of the Ancient Mariner* poem and the Grumman HU-16E planes that were used by the Coast Guard for its search and rescue missions. The poem depicts a mariner at sea who shoots and kills an albatross – and the HU-16E planes used in 1966 resembled an albatross with their short, fat, stubby bodies and thin long wings.

The award was first approved of and published in COMDTINST 1650.8 on 30 December 1965. It was sponsored by the Commandant's Trust Fund and comprised of a silver bowl mounted on a wooden base. Unfortunately, there is no evidence that this bowl ever became reality. In March 1969, the award became a large bronze and wooden wall plaque, with a miniature version given on an individual basis. The trophy has since evolved into a winged bird in flight with one wing touching the water. Ancient Albatrosses still receive the miniature version to keep. The inscription on the trophy reads:

"This award is presented to the Coast Guard aviator on active duty holding the earliest designation in recognition of a clear defiance of the private realm of the Albatross and all its sea-bird kin while in pursuit of time-honored Coast Guard duties."

The winged bird trophy is now at the Naval Aviation Museum in Pensacola, Florida, and the names of its recipients continue to be engraved on it.

Eligibility for the Ancient Albatross Designation

"Eligibility for the title of Ancient Albatross and entitlement to the award will be determined by ascertaining that aviator or aviation pilot on active duty whose date of designation as such precedes in point of time that of any other Coast Guard aviator or aviation pilot. If two or more candidates were designated aviators on the same day, the award shall be presented to the candidate who is senior in rank on the day the award is presented." (COMDTINST 1650.8c, 5 April 1978)

An aviator could not earn his flight wings until he had first obtained his sea legs. Criteria for flight training included two years of shipboard duty, usually in the engineering section - one year on deck, one year below deck. In the mid 1950s, if a Coast Guardsman wanted to avoid six straight years at sea, he put in for a LORAN tour, graduate school, or flight training. Pre-flight training at the Naval Air Station in Pensacola was no more than six weeks. Flight orders came from Washington [Headquarters] close to completion of flight training. Pay was around \$140, a considerable amount of money back then. Aviators wore half-Wellingtons and a green uniform, which set them apart from other aviators of the day. Once they earned their wings, aviators embarked on a career as a Coast Guard pilot, doing rescue missions or ice operations.

Ancient Albatross Trophy History



VADM William Shields (standing at right, above) received the first Ancient Albatross designation at his retirement ceremony on 1 July 1966 during a formal dinner at the Mayflower Hotel in Washington, D.C. He received a small wooden case that folded closed with a circular bronze replica of a larger host plaque. It was also designed to be displayed as a desk paperweight. VADM Shields actually became the Coast Guard's first Ancient Albatross on 30 December 1965; however he did not receive the memorabilia until his retirement dinner.

Over the years, new traditions have been

incorporated to make the ceremony what it is today. Each ceremony differs in its small details that make it unique. The ceremony has evolved into a rite of passage that is steeped in Coast Guard history and tradition. Early ceremonies were for the most part very low-key, and it wasn't until the Ancient Order of the Pterodactyl – a fraternity of retired and active Coast Guard aviators officially established in 1977 – got involved that the Ancient Albatross ceremony became what it is today. Traditional flight gear, the Royal Pterodactyl Egg, the award plaque, and citations are passed upon the longest-standing Coast Guard aviator's retirement.

The earliest aviator to wear the flight gear during the ceremony, as evident in records held at the Historian's Office, was ADM Charles Tighe. The 27 August 1966 ceremony was held at CGAS Elizabeth City, one of many commemorating the fiftieth anniversary of Coast Guard aviation. VADM Shields helped ADM Tighe don the leather coat, much to the amusement of spectators. The tradition of passing on the additional gear - helmet, goggles, and long white scarf - was probably initiated with CDR Walter Goldhammer when he became the Ancient Albatross in 1974, since there was no ceremony for his predecessor, RADM Chester Bender. The leather coat was on loan from the Navy until around 1975, when it was donated by Hazel Gershowitz, widow of the Coast Guard's "Flying Rabbi", David Gershowitz, to the Pterodactyls. Gershowitz was the first Coast Guard aviator to fly a Navy jet fighter while in official Coast Guard capacity. However, the leather helmet, goggles, and white scarf were added much later, probably on loan from the Naval Aviation Museum in Pensacola, FL. The Royal Pterodactyl Egg was introduced in 1985, when RADM Donald "Deese" Thompson relieved RADM Frederick Schubert. It symbolizes future Coast Guard aviators and continues to be an integral component of the ceremony.

Today's ceremony is conducted as near as possible to the date of succession, held at a location of the recipient's discretion and convenience. The Ancient Order of the Pterodactyls coordinates and funds the ceremony, which is open to the public. Sikorsky Aircraft is the

corporate sponsor of the award itself. The Ancient Albatross receives mementos from the Coast Guard, a certificate from the Ancient Order of the Pterodactyl, and temporary custody of loaned flight gear. His or her name is inscribed on the winged bird trophy at the National Museum of Naval Aviation in Pensacola, Florida.

What does it truly mean to be a Coast Guard aviator; an Ancient Albatross? A true aviator is one who truly savors the sole concept of flight, soaring through the skies – regardless of weather conditions – at speeds that surpass that of an actual albatross bird. As VADM Thompson puts it in his remarks when he passed the mantle to RADM Edward Nelson in 1988:

"What's it like when you close the throttle and the engine sighs into silence for the final time? It's a delicious pain. Happily, you have survived. Unhappily, those joyous airborne moments are no more. You won't miss the rain-swept approaches on dark and worrisome nights. But you will miss the exhilaration of breaking into clear blue from a cloud-shrouded climb. You won't miss the endless nights at sea or duty nights away from home. But will there be a substitute for those marvelous moments when the familiar cutter or runway profile comes into view and you key the mike to report – "in sight"?"

Some interesting tidbits about individual ceremonies:

- The first aviator to wear the traditional flight jacket was ADM Charles Tighe, the second Ancient Albatross. His ceremony coincided with the fiftieth anniversary celebration of Coast Guard aviation at CGAS Elizabeth City on 27 August 1966.
- ADM Chester Bender's 1974 ceremony at Headquarters was so low-key that it lasted only 15 minutes with a handful of aviators assigned to Headquarters present. Change of watches was not yet widely publicized within or outside of aviation circles.
- A vintage Naval Aircraft Factory N3N-3 plane belonging to Carl Swickley served as the backdrop for the transfer of the Ancient Albatross to RADM Chester A. Richmond in July 1975 at Port Angeles. RADM Richmond had trained in the

very same plane in 1942.

- The first time the Ancient Albatross distinction was ever passed through a third party was when CDR Walter Goldhammer retired and RADM Richmond was next in line. RADM Richmond was unable to be physically present when CDR Goldhammer relinquished the gear. Instead, the gear was handed to the most junior aviator at CGAS Brooklyn, LTJG David Rogers. Rogers then arranged for its transport and presentation to RADM Richmond at CGAS Port Angeles a few weeks later.

- The 1988 ceremony in which VADM Donald "Deese" Thompson passed the distinction to RADM Edward Nelson is unique in one aspect. Two Sikorsky HH-52A helicopters, carrying VADM Thompson and RADM Nelson, landed simultaneously at opposite ends of the airfield, eventually coming nose to nose and then turning to arrive at their final locations side by side. VADM Thompson and RADM Nelson were then escorted to the awards platform a few feet away in a vintage Model-T Ford.

- ADCMAP John P. Greathouse was the first enlisted pilot to become an Ancient Albatross in July 1977. He was also the last enlisted pilot to receive the award, and the last Coast Guard enlisted aircraft pilot on duty. He was the first active duty pilot to receive the award; previous recipients had long given up aviation duties and were at desk jobs by the time they received their awards.

- The Royal Pterodactyl Egg was introduced in May 1985, when RADM Frederick Schubert transferred the title to RADM Thompson. It has been used in all subsequent ceremonies.

- At RADM George Passmore's ceremony in 1991, he and retiring aviator VADM Howard Thorsen arrived in separate Sikorsky HH-52A helicopters. During his remarks, Thorsen presented a set of his wings to CGAS Brooklyn's most recently winged aviator. He had worn them on flights from above the Arctic Circle to the South Pole, and from Bahrain to Japan. Thorsen had hoped this would be incorporated as a tradition of the ceremony, but it never did, although RADM David Kunkel did the same thing during his ceremony.

- A "vintage" Sikorsky HH-52A was flown in from an aviation museum for

the 1993 ceremony at CGAS Brooklyn, when RADM Thomas Matteson handed the mantle to RADM William Donnell. When the helicopter was given a pre-flight check upon arrival, many discrepancies were found – but the crew - two Army CWOs - didn't want to know what they were!

- VADM Richard Herr's retirement ceremony in 1998 at CG ATC Mobile was jointly held with MCPO-CG Eric Trent's retirement ceremony. They arrived together at the ceremony in a Ford Model A. It was the first time both an officer and an enlisted Coast Guardsman had received the award simultaneously.

- At the same ceremony, recognizing RADM Edward Barrett as the new Ancient Albatross, cannons were fired as the honoree drove into a decorated hangar in a 1930 Ford Model A truck. The Azalea Trail Maids, a group of women wearing Southern belle dresses, curtsied as RADM Barrett made his way to the stage.

When RADM James C. Olson retired in 2006, the next Ancient Albatross in line was VADM Terry Cross. Since he was due to retire in just a few weeks, it was decided, for ceremonial purposes, that the mantle should be passed to the second next person – RADM David Kunkel. However, RADM Olson was unable to personally present RADM Kunkel the honor. Thus, he passed it to VADM Cross in a ceremony at CGAS Sitka. It was the first and only time a change of watch was held in Alaska. And, it was the only time both recipients were stationed in Alaska! VADM Cross presented the award to RADM Kunkel a few weeks later in a ceremony at CGAS Elizabeth City. RADM Olson was the longest reigning Ancient Albatross, having held that distinction for nearly six years.

Past Ancient Albatrosses:

VADM William D. Shields

Date designated aviator: 14 May 1935

Date of Ancient Albatross designation: 30 December 1965, Mayflower Hotel, Washington, D.C.

RADM Charles Tighe

Date designated aviator: 7 June 1939

Date of Ancient Albatross designation: 27 August 1966, CGAS Elizabeth City

ADM Chester R. Bender

Date designated aviator: 7 June 1940

Date of Ancient Albatross designation: 28 August 1970, CG HQ (no ceremony)

CDR Walter R. Goldhammer

Date designated aviator: 20 April 1943 (AP #82) and 29 December 1945 (#481)

Date of Ancient Albatross designation: 1 June 1974, Governors Island

RADM Chester A. Richmond, Jr.

Date designated aviator: 25 May 1943; helicopter 5 June 1952

Date of Ancient Albatross designation: 1 July 1975, CGAS Port Angeles

ADCMAP John P. Greathouse

Date designated aviator: 20 November 1944

Date of Ancient Albatross designation: 1 July 1977, CGAS Seattle

CAPT William D. Harvey

Date designated aviator: 24 January 1952

Date of Ancient Albatross designation: 23 February 1979, CGAS Mobile

VADM Charles E. Larkin

Date designated aviator: 24 September 1952

Date of Ancient Albatross designation: 5 September 1979, CGAS Astoria

RADM Frederick P. Schubert

Date designated aviator: 23 May 1955

Date of Ancient Albatross designation: 31 July 1984, CGAS San Francisco

VADM Donald C. "Deese" Thompson

Date designated aviator: 17 August 1955

Date of Ancient Albatross designation: 24 May 1985, CGAS San Diego

RADM Edward Nelson, Jr.

Date designated aviator: 31 January 1957

Date of Ancient Albatross designation: 8 June 1988, CGAS Mobile

VADM Clyde E. Robbins

Date designated aviator: 1 March 1957

Date of Ancient Albatross designation: 8 May 1989, CGAS Port Angeles

VADM Howard B. Thorsen

Date designated aviator: 19 August 1958; Helo – 4 October 1962

Date of Ancient Albatross designation: 5 June 1990, CGAS San Francisco

RADM George D. Passmore

Date designated aviator: 22 December 1959

Date of Ancient Albatross designation: 27 June 1991, CGAS Brooklyn

RADM Thomas T. Matteson

Date designated aviator: 21 May 1962

Date of Ancient Albatross designation: 5 June 1992, CGAS Savannah

RADM William C. Donnell

Date designated aviator: 7 September 1962

Date of Ancient Albatross designation: 19 June 1993, CGAS Brooklyn

VADM Richard D. Herr

Date designated aviator: 1967

Date of Ancient Albatross designation: 23 May 1997, CGAS Mobile

RADM Edward J. Barrett

Date designated aviator: September 1968

Date of Ancient Albatross designation: 30 June 1998, CG ATC Mobile

RADM James C. Olson

Date designated aviator: 9 May 1972

Date of Ancient Albatross designation: 14 July 2000, CGAS Elizabeth City

RADM David W. Kunkel

Date designated aviator: 31 October 1975

Date of Ancient Albatross designation: 13 May 2006, CGAS Elizabeth City

VADM Vivien S. Crea

Date designated aviator: 1975

Date of Ancient Albatross designation: 26 June 2008, CGAS Elizabeth City

Enlisted Ancient Albatross Award

In 1988, the Enlisted Ancient Albatross Award was established to honor the Coast Guard enlisted aircrew members on active duty. Accurate documentation of the date of aircrew qualifications, as compared to those of the Officer Ancient Albatrosses, did not exist for most enlisted aviators. Thus, the earliest date of graduation from aviation "A" school became the criteria. CWO3 Kevin Miller and ATCM Charlie Craig each independently requested approval from the Commandant for this award. The Commandant at the time, ADM John Kime, gave his seal of approval. The Pterodac-

tyl Board felt that the enlisted community was deserving of such a recognition. There have been eight Enlisted Ancient Albatrosses since its inception. The Ancient Albatross Enlisted Trophy is sponsored by Northrop Grumman Corporation. The vintage flight gear used for the Enlisted Ancient Albatross ceremony is loaned from the Naval Aviation Museum.

Recipients of the Enlisted Ancient Albatross Award

ADCM J. T. Woltz – 8 June 1990

MCPO-CG Eric A. Trent – 1 December 1995

SCPO Gary Butler – 30 June 1998

AVTCM Douglas W. Farence – 2 November 1999

AMTCM Bernard D. Irsik – 14 July 2000

AMTCM Mark T. Bigart – 24 April 2002

AMTCM William Beardesley – 11 April 2003

CPO Peter MacDougall – 13 May 2006

What does the future hold for a bird that does not age or seemingly become extinct??? The Royal Egg will continue to hatch more top of the line aviators for as long as Coast Guard aviation remains in existence, with each succeeding aviator passing down a bit more of Coast Guard aviation history. To borrow a few lines from the Ancient Order of the Pterodactyl's official proclamation of each aviator:

"...has outrageously defied the laws of nature and circumspect fortune, surviving a career in aviation copiously littered from end to end with scraped wing tips, dented wing floats, bent airframes, drowned seat cushions, ground loops, wave offs, busted check rides, ulcerated instructors, and terror-stricken crewmembers and inasmuch as he has left scattered in his wake, or otherwise faded into oblivion, all his flying superiors or counterparts who proceeded him, thereby resulting in his precarious longevity exceeding that of all current active Coast Guard aviators, thus gaining him the coveted title and notoriety of reigning Ancient Albatross....."

Thus, the United States Coast Guard pays homage to a breed of unique aviators by recognizing its avian counterpart – the albatross, one of the largest birds known for its ability to cover great distances without stopping.



AirSta Washington Hosts CG Aviation Anniversary Open House

by Ptero Steve Goldhammer, Aviator 1207



Ancient Al, VADM Crea, addresses the audience. Capt. Emerson (left), Enlisted Ancient Al MacDougall, & RADM Blore observe.

On 25 March, CDR. Todd Lutes, CO, and the men and women of CG AirSta Washington hosted a celebration of the 93rd anniversary of Coast Guard Aviation. The guest of honor was our Ancient Albatross Ptero VADM Vivien Crea, aviator 1820, Vice-Commandant. Other honored guests were Ptero RADM Gary Blore, aviator 1850, Chief, Office of Acquisition, Ptero Mike Emerson, aviator 2799, Chief of Aviation Forces, and our Enlisted Ancient Albatross Ptero Pete MacDougall, P-2900. Many of the Washington area Ptero's and aviators stationed at CGHQ attended. The CG aviation fleet was well represented. Besides the AirSta's two executive aircraft (see Pterogram 1-09), there was an MH-65C from Atlantic City, an HH-60T from Elizabeth City, an HC-144A from Mobile, and an HC-130J from Elizabeth City that all attendees were permitted to crawl around in and marvel at.

CAPT. Emerson opened the proceedings. He said that the CG is no longer a hand-me-down service as evidenced by the aircraft on display today. He noted Admiral Allen's statement that "We shall not live in the past, but we support it." He highlighted the three core competencies that drive the design and decisions for future capabilities: surveillance, direct intervention, and transportation. He said we're working smarter and flying smarter with our new capabilities.

RADM Blore reviewed the history of CG helicopter aviation. He said there's a healthy camaraderie between RW and FW aviation; those who don't get their first choice go FW. He said that CDR. Frank Erickson and Igor Sikorsky were

responsible for the first modern helicopter. Igor once said "If a man crashes his aircraft on the water, a fixed wing aircraft can drop him flowers, but a direct lift aircraft can come in and save his life." RADM Blore mentioned two mile stones in RW aviation: the 1987 Rescue Swimmer program changed water rescue capability and the 1999 initiation of the airborne use of force policy (see Pterogram 3-08). He also boasted that both of our CG astronauts were helo pilots.

VADM Crea elaborated on the history of CG fixed wing aviation. She noted that both of the CG astronauts saw the light and went FW in space. She said that "Ancient" is the way she feels at HQ but "Albatross" is the way she feels when she gets out in the field with the aviators. She got her RW designation late in life but appreciated the opportunity and was honored to be a RW pilot. She said there's a tiny place in CG aviation for helos. CG fixed wing operations started in 1903 at Kill Devil Hills, NC. UAV's are on the horizon. We're the guardians of our global mariners and ourselves; we need to take care of each other.

Enlisted Ancient Al MacDougall said he represents CG aircrews that have an amazing heritage, e.g., Corley and Ptero Terry Beacham, aviator 1215. There were two Beacham's among the CG crew at Kill Devil Hills in 1903. Also, AMM2 Sergei Sikorsky, son of Igor, was a pioneer in development of the helo hoist with Frank Erickson. He expressed his excitement about how far CG flight safety has come and said he is in awe of CG flight crews for what they do!

Cake and camaraderie ensued.



2009 ELECTION OF CGAA OFFICERS

As reported in Sitrep 1-09, an election this year is required by Article VIII, Section 1 of association ByLaws for the offices of President, Executive Vice President, Executive Secretary and Treasurer. The election will be held at the 2009 Convention (roost) business meeting. Pertinent provisions of the ByLaws include the following:

- Voting is permitted only by regular members who are current in dues.
- A term of office encompasses two National Conventions (roosts).
- An officer may succeed himself or be elected to another office.
- Absentee ballots (see below) are acceptable.

Sitrep 1-09 solicited nominations for each office to be submitted by postal or electronic mail prior to 15 May 2009 in order to appear on the absentee ballot.

2009 Coast Guard Aviation Association ABSENTEE BALLOT

	<u>Yea</u>	<u>Nea</u>
For President (additional term): Mont Smith	___	___
For Executive Vice President (additional term): Paul Langlois	___	___
For Executive Secretary (additional term): Cathie Zimmerman	___	___
For Treasurer (additional term): Ben Stoppe	___	___

Each of these officers has agreed to serve, if elected, for another term.

No additional nominations have been received.

Absentee Ballot procedures:

1. All eligible members may submit an absentee ballot.
 2. To be counted, completed ballots must be received by postal or electronic mail by 15 September.
- Postal: Cut out or photo copy this ballot and mail to 460 Farmington Road West, Accokeek, MD 20607-9412
 Email: Scan and embed completed ballot to Pterosec@aol.com (alternatively, you may simply Email text expressing your choices - that will be acceptable as long as you include your name and Ptero number)

Name

Signature

Ptero Number

Retired Master Chief Rescue Swimmer Advances Son to First Class Petty Officer

by Ptero Steve Goldhammer, Aviator 1207



Retired ASTCM Larry Farmer, the Coast Guard's first Rescue Swimmer, proudly pins AST1 insignia on his son, Jimmy, while CAPT Steve Truhlar, ATC CO, and Command Master Chief ASTCM Clay Hill, look on.

On Thursday June 4, 2009 at Aviation Training Center, Mobile, CGAA Hall of Honor recipient Master Chief Larry Farmer (USCG Ret), pinned

First Class Aviation Survival Technician (AST) rank insignia on his son, Jimmy Farmer, also a rescue swimmer. There are not many Fa-

ther/Son teams in the Coast Guard, and the Farmer's are the only known Rescue Swimmers.

AST1 Farmer enlisted in Sept. 1990 and served in CGC Escape for two years. He graduated from Rescue Swimmer school in Feb. 1994 as an ASM. He was assigned to POPDIV 2003-2006 and made the last POPDIV deployment to the Antarctic from Nov. 2004 to Mar. 2005. The AvDet provided humanitarian relief to American Samoa when a cyclone devastated the islands. They delivered 40,000 pounds of supplies by air in two days and he received a Letter of Commendation. During hurricane Katrina in 2005, he flew 21 hours, saved 54 lives, and was awarded an Air Medal.





CDR Lonnie L. Mixon (U.S. Coast Guard Ret.) enlisted in the Coast Guard in 1951 as a seaman recruit, and in 1958 he was selected for Officer Candidate School. After graduating Navy Flight Training, he served as a helicopter search and rescue pilot at Coast Guard Air Station Miami. During the Cuban Missile Crisis, Cuban Exodus Operations, he rescued 22 persons from peril. In 1967, he was selected as senior Coast Guard aviator for the Air Force Pilot Exchange program and flew 395 combat hours over Vietnam with the famed "Jolly Green Giants." He was credited with 10 combat saves, while regularly exposing himself to enemy fire. During his 22-year career, he was credited with saving 60 persons and is one of the most decorated Coast Guard aviators. CDR Mixon has been awarded the Silver Star, two Distinguished Flying Crosses for Gallantry and 10 Air Medals for his aerial flights as Rescue Crew Commander over Southeast Asia.

Ptero Cdr. Lonnie L. Mixon, Aviator 878, Honored
by Ptero Bob Workman, Aviator 914

On June 17, 2009, at the Strathmore Music Center in the Washington, D.C. metropolitan area, the U.S. Air Force Band taped a musical tribute to veterans. This tribute will air on National Public Television during Veteran's Day weekend (*remember to check your local listings for time and station...Ed.*). Pteros Ron Polant, Bob Workman, Sperry Storm and Steve Goldhammer, and their families, attended to congratulate Lonnie on a well deserved tribute. Each armed service was represented with an honoree, but our Lonnie was the only Silver Star recipient. Bravo-Zulu, Lonnie!



2009 ROOST OPLAN Elizabeth City, North Carolina

Headquarters: Fairfield Inn

(Thanks to the energetic & enthusiastic members of the ECity planning ground crew, and other roost planners)

Events and Activities

Thursday, 1 October

10:00 a.m. – 11:00 a.m. Ancient Albatross Change of Watch

RADM Blore will assume the mantel of the Ancient Albatross from retiring VADM Crea at Air Station Elizabeth City in Hangar 55. **RSVP for seating purposes**

11:30 a.m. - 1:00 p.m. Ancient Albatross Change of Watch Reception

Join with friends to congratulate the new Ancient Albatross and wish VADM Crea well. **RSVP for seating purposes**

3:00 p.m. -10:00 p.m. Registration and Hospitality Suite Open at Fairfield Inn

1:00 p.m. – 2:00 p.m. Professional Discourse, ATTC's Multi-purpose Room

Topic and presenter TBD

2:00 p.m. – 3:00 p.m. Professional Discourse, ATTC's Multi-purpose Room

Topic and presenter TBD

5:00 p.m. – 9:00 p.m. Elizabeth City's Historic Neighborhood Ghost Walk \$18 per person

Tour lovely homes within the historic district while learning about their history from the "char-actors" of ECity's past. Shuttles leave Fairfield Inn at 5:00 p.m.

Thursday Evening Dinner on your own

Friday, 2 October

8:00 a.m. – 5:00 p.m. Registration and Hospitality Suite Open at Fairfield Inn

8:30 a.m. – 3:00 p.m. Golf Tournament at The Pines Golf Course \$42 per person

18 Holes with cart, driving range bucket of balls, lunch and prizes. Carpools from Fairfield Inn leave at 8:15 a.m.

9:00 a.m. – 10:00 a.m. Professional Discourse, ATTC's Multi-purpose Room

Topic and presenter TBD

9:00 a.m. – 11:00 a.m. Elizabeth City Walking Tour and Tea \$20 per person

Step into an unhurried atmosphere where you will journey into the past on a personalized walking tour of the ECity His-

toric District, followed by deliciously appealing Victorian Tea and light desserts in a restored 1853 Greek Revival Home, recently featured in Victorian Homes 8/09 magazine as one of 10 best teas in United States. Minimum 6, maximum 25.

10:00 a.m. - 11:30 a.m. Static Display of CG Aircraft behind ATTC

1:00 p.m. – 3:00 p.m. Elizabeth City’s Civil War Trail \$12 per person

"A house divided against itself cannot stand," argued Lincoln in 1858. At the end of four years of guerrilla warfare, Elizabeth City citizens could bear witness to the inherent truth of the statement. The fighting gashed the people physically, politically and emotionally. This tour explores seminal moments of the conflict. Chris Meekins, Correspondence Archivist and Civil War historian for North Carolina leads tour. Minimum 10, maximum 20.

1:00 p.m. – 2:00 p.m. Professional Discourse, ATTC’s Multi-purpose Room

Topic and presenter TBD

1:00 p.m. – 3:00 p.m. Denizens of the Dismal \$14 per person

Since colonial times, the Dismal Swamp has been perceived as a place of great mystery. Tales abound about the creatures that supposedly roam its dark reaches. We will explore the rich fauna of the Dismal and discover what animals really do call the swamp home. Minimum of 10, maximum of 40. Shuttles leave Fairfield Inn at 1:00 p.m.

2:00 p.m. – 3:00 p.m. Professional Discourse, ATTC’s Multi-purpose Room

Topic and presenter TBD

2:00 p.m. – 3:30 p.m. Science of Wine \$20 per person

Join the science experts of Port Discover at Arts of the Albemarle for an afternoon of discovery...learning the science of wine and enjoy wine tastings and light bites. Minimum 15, maximum 50.

5:30 p.m. – 8:30 p.m. Cocktail Reception at Museum of the Albemarle \$32 per person

Heavy hors d’oeuvres plus a shrimp & grits station, a beef & poultry carving station, and cash bar will help celebrate the private Ribbon Cutting Ceremony of Museum of the Albemarle’s Coast Guard exhibit. Casual dress. See below for pre-purchase of cash bar drink tickets.

9:00 p.m. – Midnight Hospitality Suite Open at Fairfield Inn

Saturday, 3 October

8:00 a.m. – 5:00 p.m. Hospitality Suite Open at Fairfield Inn

8:00 a.m. - 4:00 p.m. Bocce Ball Tournament \$25 per person

Join in a day long event at Waterfront Park downtown to support Special Olympics. Minimum 4, maximum 40. 4 man teams.

8:00 a.m. – 1:00 p.m. Elizabeth City’s Downtown Market Free

Enjoy farm fresh produce, crafters and artisans displaying their wares at Mariner’s Park. While downtown visit our stores and restaurants.

8:30 a.m. – 3:00 p.m. Outer Banks Exploration \$45 per person

Visit the Wright Brothers Kitty Hawk encampment where you will explore the visitor’s center housing replicas of the 1902 glider and 1903 flying machine, hear Park Service Ranger talk, tour Centennial Pavilion, and walk the flight line. Lunch on your own at a local restaurant. Before heading back to ECity, a stop to see the Monument to a Century of Flight, a past Ptero fund-raising project in cooperation with the Icarus International group. Motorcoach departs Fairfield Inn at 8:30 a.m. Minimum 40, maximum 55

9:00 a.m. – 3:00 p.m. Museum of the Albemarle – Coast Guard Day - Free

Re-visit the CG gallery, if you missed it last evening and participate in the day long special activities planned inside and outside.

10:00 a.m. – 11:00 a.m. Professional Discourse, Museum of the Albemarle Theatre

Sergei Sikorsky and Stew Graham – Early Helicopter rescues

11:30 a.m. – 12:30 p.m. Professional Discourse, Museum of the Albemarle Theatre

Topic and presenter TBD

1:00 p.m. – 3:00 p.m. Professional Discourse, Museum of the Albemarle Theatre

“Pritchard Search Project”, presenters: CDR Joe Deer and MCPO Long

6:00 p.m. – 10:00 p.m. Annual Awards Banquet \$50 per person

Social hour (cash bar) followed by annual awards banquet at DRS Technologies. Dress is cocktail attire, coat and tie, or SDBs. See below for pre-purchase of cash bar drink tickets.

Salad of baby greens topped with mandarin oranges, toasted pecans, cucumbers, tomatoes and an Orange Balsamic Vinaigrette

Guests’ choice of the following:

Filet Mignon

Set atop a Roasted Red Pepper Confit with a Basil Oil Drizzle

Pan Seared Salmon

*Wild caught, finished with asparagus tips and
a Lobster-Saffron Cream Sauce*

Casini Chicken

Two tender breasts of chicken stuffed with Italian prosciutto ham and creamy Mozzarella cheese, oven roasted and topped with a Sun-Dried Tomato Cream Sauce

Vegetable Napoleon

A grilled stack of portabella mushroom, zucchini, squash, red onion, roasted red pepper, spinach and Mozzarella & Parmesan cheeses finished with a robust marinara sauce

~Each entrée will be accompanied by Sour Cream Mashed Potatoes & Sautéed Baby Green Beans~

Dessert Selections

*Pecan Caramel Chocolate Crunch...a luscious chocolate torte topped with caramel, toffee, toasted pecans and chocolate chips
Carnegie Deli Cheesecake with Strawberries*

Coffee, Tea, Water

10:00 p.m. – Midnight Hospitality Suite Open at Fairfield Inn

Sunday, October 4

8:45 a.m. – 12:15 p.m. Business Meeting and Professional Discourse \$12 per person

Annual planning meeting followed by professional discourse topics with continental breakfast of fresh fruit, baked goods, coffee, and juices in O Club, Building 35.

12:30 p.m. – 1:30 p.m. Dedication of the 6505 at the Aviation Memorial

Program will take place in front of the Wings of Faith Chapel. **RSVP for seating purposes**

1:30 p.m. – 3:00 p.m. Farewell Barbeque \$15 per person

Traditional northeastern North Carolina barbeque send off at Forest Pavilion Picnic Area

EXTRA NOTES

1. Under North Carolina ABC rules, we must “pre-buy” alcoholic drinks from the vendor manning our cash bars. To meet this requirement you will find a section where you can buy alcohol, wine or beer tickets for \$6, \$4, and \$3 respectively. Tickets will be good for either Friday social reception and/or the Saturday banquet. There will be on-site ticket sales but it will be helpful if you pre-buy tickets.
2. **ONLY** white wine available on Friday night at the Museum of the Albemarle per their use requirements.
3. Unless noted, transportation to events is on your own. We will try to help with carpooling.
4. Attendance at Saturday night banquet is limited to U.S. citizens **ONLY** and we are required to submit a guest list 14 days prior to event for security clearance.
Smoking is prohibited at the Fairfield Inn, Hampton Inn, Museum of Albemarle and DRS.

DON'T FORGET TO REGISTER — NEXT PAGE





TIME CRITICAL !! - - - - DUE 31 August!!!



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REGISTRATION: Elizabeth City ROOST Oct. 1-4, '09

NAME(s): <i>Please check here</i> if staying at the HQ resort <input type="checkbox"/>	
ADDRESS:	
CITY, STATE, ZIP	
PHONES	DAY: () - NIGHT: () -
EMAIL ADDRESS	Date arriving:

ACTIVITY	Cost per Person	Number of Persons	Total per item
Thursday			
Tour A Ancient Albatross Change of Watch			
Tour B Ancient Albatross Reception			
Tour C Ghost Walk	\$18.00		
Friday			
Tour D Golf	\$42.00		
Tour E Walking Tour & Victorian Tea	\$20.00		
Tour F Civil War Trail	\$12.00		
Tour G Denizens of the Dismal Swamp	\$14.00		
Tour H Science of Wine	\$20.00		
Tour I Cocktail Reception	\$32.00		
Saturday			
Tour J Outer Banks	\$45.00		
Tour K Bocce Ball Tournament	\$25.00		
Tour L Banquet	\$50.00		
Entrée Selection: Filet Mignon			
Salmon			
Chicken			
Vegetable Napoleon			
Tour M Cash Bar Liquor Ticket	\$6.00		
Tour N Cash Bar Wine Ticket	\$4.00		
Tour O Cash Bar Beer Ticket	\$3.00		
Sunday			
Tour P Business Meeting	\$12.00		
Tour Q HH-65 6505 Aviation Memorial			
Tour R BBQ Picnic	\$15.00		
Registration Fee: \$20 (\$30 after 31 Aug.)		Active Duty—None	20.00
GRAND TOTAL			\$

Register on line at www.AOPtero.org OR make your check to "AOP 2009 Roost" and return your completed form and check to: AOP P.O. Box #222905 Chantilly, VA 20153-2905

Contact for questions:
Anne Stoppe (703) 620-5019 or
astoppe@aol.com

HU-16E ALBATROSS (GOAT) WING FATIGUE TEST- 1968

by Ptero Dick Green, Aviator 828



When I reported to USCG HQ in 1967, CAPT Joe Steele, CGAV 498, Chief of the Aeronautical Engineering Division asked me to compute a stress analysis of the HU-16E wing spar. Previously the HU-16E had the Navy designation of UF2G, which was an extended wing version of the UF1G. When the wings were extended by using steel straps over the aluminum spar, the dissimilar metals were not properly separated. With salt atmosphere exposure there was some galvanic corrosion and exfoliation of the aluminum spar. Many in CGHQ had thought the steel straps extended all the way to the wing tip, but they did not.

The water operations required in seadromes at CGAS Salem before moving to Cape Cod in 1970, CGAS Miami at Dinner Key until moving to Opa Locka in 1965, and CGAS Bermuda before it moved to Kindley AFB in 1963, contributed to extreme salt water exposure of many of the aircraft.

There was discussion about which one of two different specifications should be used for a full scale fatigue test. The method favored by the USAF was a less severe test, which would last longer. The cycles to failure would be divided by four to determine fatigue life. I believe this was the approach favored by CAPT Steele, who had been relieved by CAPT Harry Potter, CGAV 305. The specification favored by USN was more severe, reflecting the negative g-forces encountered in water

operations. I had observed wing problems on USAF C-130s at Warner-Robins AFB due to negative g's during rough terrain ops in Vietnam. The Navy specification calculated cycles to failure and divided by two. I favored this procedure because it would give us results sooner. It was important to know where it would break as well as when. CAPT Potter agreed. The USCG provided the HU-16 for a multi-service wing fatigue test conducted at the Naval Air Development Center, Warminster, PA, and completed in October 1968.

Fairly early in the test there was a minor failure at a weak spot not reflected in the drawings. It occurred at one of the jack pad fittings. An exterior strap repair was designed and all aircraft were retrofitted. The test air-



craft had the same repair installed and testing continued until total spar failure occurred outboard of one engine. The calculations were made and 11,000 flight hours became the retirement age for the HU-16Es. This facilitated plans for replacement mix ultimately of HH-3Fs and HU-25A Falcons. That is another story for someone else to write!

In July 2002 former USCG P4Y-2 number 6260, used as a firefighter had its wing separate in Colorado. In 2006 there was wing separation in Miami of an amphibious Grumman Mallard. Hopefully all the HU-16s that are still flying have had the spars properly rebuilt and have adequate recurring inspections to prevent such catastrophic failures.



Aircraft Systems into the Future

by Captain Joe Baker (CG-41),
Aviator 2511, Chief, Office of
Aeronautical Engineering

As I move on to take command of the Helicopter Interdiction and Tactical Squadron (HITRON) in Jacksonville, FL, leadership of the Aeronautical Engineering program will pass into the capable hands of the current Air Station Barbers Point skipper, Captain Brad Bean. Aeronautical Engineering is supporting the comprehensive upgrade and recapitalization of our entire aviation fleet. We've continued to make solid progress with fleet-wide enhancements extending the service life of our existing aircraft, while introducing new assets. Our maritime patrol capabilities are increasing with the introduction of the Coast Guard's new Medium Range Surveillance (MRS) and Long Range Surveillance (LRS) Maritime Patrol Aircraft (MPA), the HC-144A "Ocean Sentry", and the HC-130J Super Hercules.

The mission systems of these two platforms provide new and enhanced capabilities, with integrated sensors that allow crews to identify targets of interest, assess vulnerabilities, compile data and transmit information to other DHS/DOD assets through both classified and unclassified networks.



There are currently six HC-130J, and six HC-144 aircraft in the Coast Guard inventory, with additional Ocean Sentry's arriving this year to replace the aging HU-25 fleet which is expected to retire by 2014. The HU-25 Guardian, with an average age of 25.6 years, has amassed

over 255,000 hours in support of CG missions. No sustainment funding has been provided over the past six years, requiring projects to be financed “out of hide” or through fall-out funding. Last year we completed installation of new and greatly improved Direction Finding equipment (DF-430) on all our Falcons, are in the process of completing Flight Data Acquisition Unit (FDAU) installations, and upgrading our electrical system with a full AC electrical power replacement.



HU-25 Guardian & HC-144 Ocean Sentry

Efforts to keep the HH-60J in the inventory through FY2027 have necessitated an upgrade to the cockpit and sensor systems. The avionics project is well underway with two aircraft already undergoing Operational Test and Evaluation. This upgrade completely transforms the flight deck instruments and displays with state of the art flat panels, and replaces 12 of the top 20 readiness degraders providing digital sensor capability and enhancing communications. This effort, along with installation of Aviation Use of Force (AUF) conversion kits, changes the aircraft mission design series from HH-60J to MH-60T.



MH-60T Glass Cockpit

The H-65 continues to be the workhorse of the fleet and has gone through a number of variations to keep pace with the mission requirements of the Helicopter Interdiction and Tactical Squadron

(HITRON), Aviation Use of Force (AUF), and the National Capital Region (NCR) Air Defense. The largest component of the CG aviation fleet, the H-65 average age is 21 years. The aircraft designation has evolved from the HH-65A, to “Bravo” models that incorporated the first major avionics upgrade, and all operational H-65’s are now re-engined “Charlie” models. Numerous aircraft upgrades continue, with modifications planned through 2012 to transition the fleet in stages to the MH-65E, increasing mission capability, enhancing and upgrading communications, navigation, sensors, and flight management systems to include a future state of the art glass cockpit.



Our HC-130H Hercules, with an average age of 26 years, have been slower to modernize as we have concentrated on the structural health of the aircraft, such as the center wing box, to ensure continued safe operating life. However, a number of necessary projects have been completed, or are in progress, to modernize the fleet. The APS-137 radar is approaching the end of its service life and failing at alarming rate. The Selex Seaspray 7500E, which takes advantage of advances in computer software and processing, was selected as a replacement and is now deployed at Air Station Clearwater.



The aircraft is finally receiving a much needed cockpit overhaul as we proceed with an avionics upgrade project that will include a new digital cockpit with flat panel displays, military satellite communications (MILSATCOM) radios, global positioning system (GPS) approach capability, and a new flight management system (Rockwell Collins CDU 7000). The cockpit will be very similar to H-60T and future H-65 cockpits.



HC-130H Cockpit



HC-130J Cockpit

Our program managers at CGHQ have been busy indeed and have helped make all these positive changes possible. As I transition back to the cockpit, I would like to extend my personal thanks for your support and camaraderie, and I look forward to seeing you at future Roosts. Semper Paratus!



COAST GUARD AIR STATION SAN FRANCISCO

by Lt Matthew Udkow, USCG, Naval Aviator 24929



The city of San Francisco and the surrounding Bay area has numerous natural attractions that amaze and delight locals and visitors alike. These same wonders also produce an exciting and extremely challenging area to conduct CG Aviation Operations. The professional men and women of Air Station San Francisco, led by CDR Sam Creech, are tasked with maintaining a diligent watch over San Francisco and the surrounding Bay Area. The AirSta's Area of Operations (AOR) includes San Francisco Bay, the Delta region near the Sacramento River, the sheer cliffs of the Northern California coastline from Mendocino in the north to the Monterey/San Luis Obispo county line in the south, and the treacherous and often unpredictable off-shore ocean environment.

All aircrews must maintain the highest proficiency and hone their flight readiness skills for day and night mission execution in rough weather and high terrain conditions. In order to safely and efficiently accomplish complex missions such as Search and Rescue, Law Enforcement, Ports, Waterways and Coastal Security, Environmental Protection, and Airborne Use of Force, the Air Station constantly trains and conducts missions in a variety of challenging and dynamic environments. Local environments include off-shore, high seas rescues, swimmer and boat hoisting evolutions, inland mountain operations, instrument flight in low visibility conditions, and cliff rescue

missions along the steep and rugged Northern California coastline.

In addition to the multitude of existing missions, AirSta San Francisco has recently undergone two significant changes over the past year. First was the transition to the complex and challenging MH-65C version of the Dolphin helicopter. AirSta San Francisco was one of the first units to receive this updated airframe which arrived with enhanced capabilities. The lessons learned by the aircrews have directly contributed to new fleet operating procedures and practices. Another milestone for the AirSta is the stand-up of the Airborne Use of Force (AUF) mission. Virtually from the ground up, AirSta members helped develop and implement policy, procedures, and tactics for this complex and dynamic mission. The Air Station now has multiple pilots, crewmen, and aerial gunners that are qualified to perform such Homeland Security missions as large vessel escort protection and boarding team high cover operations.

With such a busy and dynamic schedule, the members of CG AirSta San Francisco take pride in their accomplishments, successful missions, and numerous lives saved every year. Every member of the team at CG Air Station San Francisco proudly lives up to the highest ideals and standards set forth by the Coast Guard. These impressive Coast Guard men and women are truly the "Guardians of the Golden Gate".



Semper Paratus!

"Ptero Ptales" Update

by Ptero Tom Rich, P-2596

The "Ptero Ptales" project continues. If you recall ([Pterogram 1-09](#)), the intent of this effort is to collect funny, factual stories that are not an embarrassment to any person, place or the Coast Guard. Some names have been altered to protect the innocent - and / or the guilty! Eventually, the stories will be published in a book and ALL proceeds will go to a benevolence fund for Coast Guard aviators and their families. Funds will be administered by the Pterodactyls.

So far, we have had 48 stories submitted and 43 have been approved by the review panel, that consists of 5 Ptero retirees:

- ASMCM Charlie Dugan
- CAPT Pete Prindle
- ADC Sy Schiffman
- VADM Deese Thompson
- RADM Ralph Utley

To be accepted, a ptale must get 3 of 5 panel votes.

It is felt that at least 100 stories must be accepted to produce a good book. Depending on the length of the tales, we might need 150.

This is a good cause! Sharpen your pencils, your wits and memory and send any stories meeting our criteria to Tom Rich at:

pteroptales@earthlink.net



Mail Call!

This issue's mail is brought to you by HC-130J CGNR 2001 on the ramp at AirSta Washington's 2009 CG Aviation Anniversary Open House.



CG HTL-1 Pilot



Regarding the HTL-1 photo on page 16 of Pterogram 1-09, I am quite certain that the photo is of either Fletcher Brown or me during a Dew Line deployment on CGC *STORIS* in 1955. I cannot be completely sure but I think the picture is one of me making an approach to the landing platform on the stern of *STORIS*. We flew Navy HTL-1's on floats and our crew painted U.S.C.G. on the sides of the floats. Hap Easter and Dave Gershowitz were on the Northwind on the same cruise and were also flying Navy HTL-1's on floats as I recall but I think they had not painted the U.S.C.G. on the floats as we had. Unfortunately, the letters on the floats became somewhat of an embarrassment later when each of the two helicopters was photographed upside down on the water following separate accidents during the cruise. It was a very interesting cruise. It was considered at one point to transit the Northwest Passage, but when we reached a point called the Icy Strait, the ice conditions completely prohibited going further. Another interesting facet of the voyage

was that *STORIS* ran aground in Wrangel Narrows on the way up to Alaska and had to return to Seattle for repairs before we could resume the trip. The helos and crews were offloaded at Port Angeles while *Storis* was undergoing repairs. A recent article in the Alumni Bulletin about the cutter that did make the Northwest Passage trip two years later reminded me of our experience. Anyway, I believe the Pterogram picture is one of me.

Ptero Jim Durfee, Aviator 521

AirSta Washington and Port Angeles Articles

I especially enjoyed reading about CGAS Washington and Port Angeles as I am a former CO of both. I was #2 CO at Washington as I relieved Lorne Perry in November 1954 and left there in December 1957. The only thing I noted as missing was the fact that besides two Martin 404s (RM-1 1282 and 1283), there was also R4D-5 17183 stationed there all the time I was there. August-October 1955 we had JRB-5 44564 while RM-1 1282 had extensive repairs at the Martin plant.

Ptero Warren Mitchell, Aviator 243, Helo # 199

AirSta Port Angeles Formation Photo



Regarding the picture on Page 7 of Pterogram 1-09, my late husband, CDR Charles Greene, was stationed at Port Angeles 1960-61. I have this picture (taken in September 1958) plus a clipping I took from the Port Angeles newspaper ('Evening News.' The picture caption was

'Mercy Flyers Take to the Air'...Ed). I believe my husband was one of the pilots on that flight.

Kathleen (Kay) Greene

My log book shows the flight at P.A. as on 5 September 1958. There was no special occasion involved and, as I remember it, it just sort of evolved at that morning's all pilots meeting. The meeting was a daily occurrence at the time since we had our own aerographers (a chief, second class and a striker). Therefore, we had to use them and what better way than to have a morning briefing - every morning. Right?

The stimulus could have been an announcement that every beast in the stable was in bravo status. It might have been because all the UF's were finally dash 2's and all the '4S's were dash 3's. It might have been envy of the SANFRAN photo a couple of years earlier when they rounded up all the P4Y's on their way to the boneyard and shot the often printed picture of them stacked up in a very creditable right echelon with the Golden Gate in the background. Nothing special, all very spur of the moment, no rehearsals. The helos are actually in a hover stacked up in echelon and the idea was to have the goats continue the line of the echelon as they passed by. The goats somehow managed to get assembled down around Dungeness. I don't remember a rendezvous circle I think it was just first come, first served on the lead. I was flying left seat in the number 4 ship, CGNR 1267 (top of the page). Taking the CGNR's off the same page in my log, the goats were 1267, 2128, 2133, and 7227. The helos were 1298, 1302, and 1324. Specific pilots other than Handley and myself unknown. From entries in my log and memories of the administration at the time, they are probably in the following list. Everybody was a goat herder and I've marked those helo qualified with an asterisk. It could well be that some I've named had

departed and others hadn't yet arrived. Memory is fragile. The list: CDR's; Jim Schrader CO, Zeke Greene XO. LCDR's; Jim Flessas, Dave Gershowitz, Joe Fehrenbacher EO, George Thometz, and Jim Dillian. LT's; Tom Carter, Jim Seidel, Mel Handley?, John McCollough, Merrill Wood, and yours truly. LTJG's; John Butler, Bill Calder, George Seaman, Bill Boucher*, Tom Lutton, Dave Irons, John "J-Vat" Thompson, and Gib Brown. ADC (AP) Clyde "Crash" Causley. Obviously, there were a minimum of 11 and possibly as many as 14 pilot seats to make the photo. As I said, I can account for only 2 (Handley and Shelley). The other seats were filled from the list. I'd make a guess that the helos were Dillian, Thometz, and Causley, the three highest time rotor heads (Gershowitz may have departed by then). I'd also guess that one of the high brass flew the lead goat.

It was around this time that two recycled Marines, Wohlers and Miller showed up (first names forgotten). I don't believe either was helicopter qualified. As you can see, the helo qualifications were thinner in the watch standing ranks. At the time of the photo I was just 6 weeks out of helo school and Boucher may well have been at helo school at the time.

Ptero Frank 'Pop' Shelley, Aviator 633

Wow, 1959 - 50 years! My memory is that Jim Schrader was AC in first Helo. You can bet that Jim Dillian was flying somewhere. Don Wohlers and Bob Miller came from Direct Commission Marines. Tom Carter was in Helo school - followed by Bill Boucher.

Ptero Gilbert 'Gib' Brown, Aviator 795

Parachutes Anyone?

Yea! I had just been advised that I was going to be copilot on a UF-1G ferry flight from Traverse City (referred to as "The Country Club")

to E. City. You all know where that is. The 2G came later and had 16 feet more wing...about time! For you youngsters, the UF was later designated the HU-16. It was March '57, 11 months out of flight training and I just made PP1P (Patrol Plane First Pilot). Now they are just called "First Pilot". I guess being picked was my reward. We all liked to get out of the local area. This was my first one.

From E. City we were to proceed to St. Pete to pick up another UF. Now 50 years ago air accommodations were not as readily available as now. So E. City was kind enough to fly us to Atlanta to catch a commercial flight. There we were in the Atlanta Terminal (small) in uniform with our parachutes slung over our shoulders. Did we get stares from prospective passengers! I wonder if any of them cancelled out. One lady asked us if we always took parachutes on commercial flights. I assured her that we were devout cowards and the flight would be safe.

Ptero Eugene Baumann, Aviator 694 & Helo 278

HH-52A 1379 Remembrance (continued)



Further to Phil Volk's "memory" of the events that occurred in Mobile, AL during March, 1979, I believe I was the flight mechanic that flew with him on the 24th.

The weekdays before our flight, one of our H-3s encountered a boat that was attempting to run a load of pot into the Mobile area. As my memory serves me, the boat began throwing

bales of pot into the gulf in their attempt to get away. Quite a number of bales were recovered by our helos that week. As Phil noted, a lot of long hours and hard work were put into the recovery of the contraband. Our flight was a Saturday and I was the duty section Watch Captain (an ASM1 at the time) and was the only HH-52 flt. mech. in the duty section. I got the call from ops to spot a 52 for, as I recall, a distress from a boat that was taking on water off of Petit Bois Island (we did not take a pump so I may be wrong about the reason - but hey, I'm getting old). I remember getting all charged up about the flight - I liked flying with LT Volk (he was my ops officer on the GLACIER with AVDET 67); I don't remember the co-pilot's name, but I think he was a tall kid that just finished his co-pilot syllabus. We found our first bale of marijuana floating in a line of trash about a mile to the west of Petit Bois Island and picked it up with the platform (using the trusty "dip" maneuver) and then used the hoist (thanks to the heavy cording used on the bales) to swing it into the cabin. We then flew to Petit Bois Island and dropped the bale on the beach so the crew from the CGC PT. Verde could recover it. I believe that the bale weighed about 250 lbs. and smelled like the worst floater anyone had the misfortune to encounter. As I recall, we found about 12 bales that day. One recovery that sticks in my mind was a rather large bale that decided it didn't want to join me in the cabin. As we taxied up to the bale, I reached out with the boat hook, pulled it up to the platform, and, after pitching the boat hook into the cabin called for a "dip." As the bale began to come up on the platform, a swell sort of gave it an assist. Already being thigh deep in the water, I was overcome with the bale and ended up with it in my lap as I rolled back on to the platform. So there I was, half-laying on the platform with a 250 lb. bale of "pot" in my lap and

the AC asking me if I needed a hand (I think he was being sarcastic because I could see him grinning in the mirror); I may have uttered some typical sailor language expressing

my dismay at being trapped beneath a rotting bale of marijuana while chest deep in the Gulf of Mexico. LT Volk then lowered the hoist hook so I could get it off me.

At the end of the day we were pretty satisfied we earned our pay. It was one of those days (and flights) you never forget!

Ptero Mike Jendrossek, P-2969



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 Andrew Ruga	Clearwater
AST3 Joel Edwards	Savannah	AMT3 David Martinelli	Sacramento
AET3 Andrew Egner	San Francisco	AST3 Wesley Price	Clearwater
AET3 Lindsey Hughes	North Bend	AMT3 David Urtasun	Los Angeles
AN Ian Foster	Atlantic City	AET3 Carly Young	Atlantic City
AN Richard Parra	Miami	AMT3 Michael StCyr	Humboldt Bay
AN Brett Watts	Barbers Point	AST3 Juston Lee	Miami



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>
3985 James Slapak	Detroit	4003 Andy Ceelen	Corpus Christi
3986 Chelsea Smith	Clearwater	4004 Jonathan Hofius	Miami
3987 Adam Ziegler	Los Angeles	4005 Caitlin Mitchell	New Orleans
3988 Michael Baird	North Bend	4006 Nathaniel Souleret	Mobile
3989 Anthony Guido	New Orleans	4168 Andre Delima	Barbers Point
3990 Aaron Holler	Miami	4169 Michael Durkton	Sacramento
3991 Victor Yaguchi	Cape Cod	4170 John Ferreira	Savannah
3992 Kevin Rothemich	Pensacola	4171 Tasha Hood	Detroit
3993 Nicholas Hazlett	Elizabeth City	4172 Ryan Popiel	Atlantic City
3994 Larry Santos	Port Angeles	4173 Charles Wilson	Houston
3995 Michael Angeli	Sacramento	4174 Benjamin Powers	Pensacola
3996 Heather Meineke	Barbers Point	4175 Kelly Koch	Port Angeles
3997 John Oscar	Clearwater	4176 Elroy Allen	Miami
3998 Julie Padgett	Mobile	4177 Kevan Hanson	Sacramento
3999 Richard Szoka	Corpus Christi	4178 Roger Barr	Humboldt Bay
4000 Philip Wade	Cape Cod	4179 Jonathan Lee	Clearwater
4001 Bret Nichols	Los Angeles	4180 Robert O'Donnell	North Bend
4002 Leonel Robles, Jr.	Borinquen	4181 Zachary Vojtech	Astoria

Correcting Course by Ptero Jeffrey Pettit, Aviator 2188

As fledgling aviators, we quickly learn that early, small corrections are best. We practice an efficient instrument scan so we discover errors immediately. A minor, timely power adjustment keeps us on altitude. So, you can imagine my dismay when, as the official Keeper of the List, I noticed that our CG Aviator Numbers List had gone remarkably off course --- for about FORTY years!!

Initially, our Aviator Numbers documented one's chronological precedence as well as the total number of aviators that had been designated by that date. CGHQ actually set the order and Aviator Numbers for our first 10 aviators; then subsequent numbers were assigned based upon designation dates.

The system was simple and worked well for many years. If more than one aviator was designated on the same day, then we were ordered alphabetically on the list. But eventually, errors crept in as aviators were skipped or entered on the wrong date - disturbing the careful se-

quence. Mistakes were discovered later, but we did not wish to change EVERYONE'S Number, so some Numbers were later inserted into their correct spot. These "corrected later" Numbers included a trailing letter, so we could abort the cascading Number change for all aviators that followed. Some Numbers were inadvertently skipped or vacated - but no corrections to the total numbers were made. And, in the last few decades, as the CG began to recruit Direct Commission Aviators (DCAs) from other DOD Services, it became much more difficult to keep track of exactly WHEN these DCAs became qualified Coastie Aviators. DCAs also joined from multiple locations, so CGLO Pensacola lost sight of exactly when these new Aviators should have been assigned Numbers. Most DCAs were "officially" qualified upon completing their Transition Course at ATC Mobile, but some stayed at Training Commands, flying as Coasties but in DOD aircraft.

Finally, by 2008, I knew our Numbers List was considerably off course. We had closely monitored our chronological "precedence" - but had drifted more

than 160 numbers away from our actual total number.

Essentially, we actually had employed 160+ MORE aviators than the CG Aviator Numbers we were assigning. We had maintained attitude and altitude fairly well, but had strayed badly off course. A massive course correction was overdue, and all concerned knew we had to fly right. However, we were approaching a very cool waypoint - our "4000th" CG Aviator. I didn't want to skip that awesome, memorable CG Aviator Number, nor the nearly-as-nice "trimmed up" Number 4004. So, as your Guardian of the List, I waited until those waypoints had gone into history (on March 13th). And then we made the "Big Jump" - correcting our CG Aviator Numbers by 162 numbers. Those lonely, "abandoned" numbers of 4007 to 4167 will forever remain "Unassigned." However, as of April 2009, our CG Aviator Numbers now once again represent BOTH the aviators' precedence upon qualification as well as the total number of known CG Aviators to date. We are officially fully trimmed-up -- and back "on course and on glide path."

Dues are tax deductible

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