



PTEROGRAM

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

Sitrep 3-07 Fall 2007

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

President's Message.....2
C-130J project.....14
HU-16 1240 Crew Memorials..18
New Aviators.....22

CONTENTS

CG Aviation Medicine.....15
Mail.....20
Books.....22

ROOST Report.....3 - 13
CG Aviation Art.....17
ATTC Honor Grads.....22
Application/Order Form.....19

Numbers. Important or not. Depends on your perspective. The 2007 roost was the 31st annual roost counting from 1977 when founders Horton, Wall, Thometz and Shrode started the whole thing with a gathering at Long Beach, California. Or should the count start with the following year's organizational meeting at San Francisco? No matter. This Sitrep is the 32nd Pterogram I have 'scribed' since inheriting the role from Gus Shrode. Even less significant. Of more historic significance are aviator numbers and the P numbers assigned to aircrew Pterodactyls. Elmer Stone, Aviator #1, who was also naval aviator #38, dates to 1916. The most recently designated CG aviator carries number 3,899 (see page 22). Among the pioneers at the '07 roost were founder Norm Horton (#187), W.C. Mitchell (#243) and Jerry Fenlon (#270). Now, there's some history. One number continuing to be of concern is the small number of volunteers stoking the fires of our association. We have grown a bunch since '77 and hopefully will keep on growing. With all that has been accomplished so far, we have a potential to do even more in every category of our objectives. Supporting active duty CG aviation; researching, preserving and displaying CG aviation history; and helping to educate the public about what Semper Paratus is all about. We need more than a few good men (and women) to help our committees. If you can offer even just a few volunteer hours, please contact any member of the Executive Board.

This Sitrep is longer than most. The first half here reports on the roost. There was so much about the roost that should be journalized, not only for posterity but for our many members not able to be present, that space limited the number of photographs that could be included. Hopefully, you will enjoy the ones that were squeezed in. Take advantage of access to many hundreds of other roost photos through our website. Here below are three shots just to get the ball rolling. Meanwhile, the second half of this issue offers very interesting material, and I want to thank all those who contributed. Oh, by the way, you'll find inside where the next roost will take place. Dates will be clear soon but 4-7 September is probable as we go to press. Watch for announcements and start thinking now about tentative travel plans.

Your Ancient Scribe (744)



*Ptero Steve Goldhammer,
Aviator 1207 registering
Elena and Sergei Sikorsky*



*914's Goat
See page 11*



*Three CGA '63 Pteros at the
Awards Banquet - Jeff Hartman (1128),
Harvey Orr (1157), Rudy Peschel (1146)*

DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the JUNE DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS 2008, FINE, BUT BETTER PAY AGAIN SOON TO STAY IN GOOD STANDING
Check out page 23 for the renewal application. Thanks for being part of a great mission !

Executive Board

President

Mont Smith
(202) 538-0492

Executive Vice President

Paul Langlois
(707) 703-9071

Secretary

Cathie Zimmerman
(301) 292-0745

Treasurer

Ben Stoppe
(703) 620-5019

Board Members

Vice Pres. History

'Gib' Brown

Scribe/Editor

Ray Copin

Vice Pres. Sponsorship

'Skip' Deacon

Vice Pres. Communications

Gary Gamble

Vice Pres. Museum Exhibits

Tom King

Historian

'Bear' Moseley

Vice Pres. Annual Gatherings

Paul Russell

Vice Pres. Detachments

Art Wagmer

John Pasch-at large

David Kunkel-ex officio

Pete MacDougall-ex officio



A Message from 1520 (CGAA/AOP President):

My dear colleagues:

I write to all of you who I believe want a stake in the objectives of our Ancient Order to capture, preserve and make available the history of CG aviation, while at the same time, actively supporting the men and women of today's Coast Guard Aviation:

First, there are many well deserved congratulations for a very productive Roost 2007 at Washington, D.C.! There were a lot of 'firsts,' including having the Commandant, Vice Commandant, Chief of Staff (Coast Guard Ancient Mariner) as well as our Ancient AI and Enlisted Ancient AI present and participating. As you will read in the roost report, the aviation COs' conference was connected to the week immediately preceding the Roost. We tried a special theme to engender more active duty involvement that morphed into a Professional Discourse Day, featuring panelists who vastly expanded our knowledge of the current world of CG aviation, culminating in a fascinating 2-hour session during which 7 aviators, young and old, described their most demanding missions in detail for a forensic evaluation by the audience.

The weather held "hot and dusty," and tours took off on schedule. We paid our respects to past Commandant, Admiral Owen W. Siler, a life member, who was buried with honors at Coast Guard Hill at Arlington. Our banquet was at times serious with applause for heroes in our midst, hilarious as the Ancient AI remonstrated in fine form, reverent as we honored our surviving founder nonagenarian CDR Norm Horton. CDR Stu Graham, CG Helicopter Pilot #2, checked in via videoconferencing from his 90th birthday party up north and shared a dialogue with Admiral Allen. One of my most exhilarating moments came when a rescue award recipient thanked me and said he would become a Pterodactyl and pledged to support our organization for life. Inducting ASMCM Farmer and ADC Berry into the CG Aviation Hall of Honor gave me special pleasure as well. I look forward to Roost 2008 in Astoria and thank both C.O.s (Astoria and Barbers Point) for their persuasive sales pitches.

I need to report that the changes to our ByLaws circulated and voted upon earlier in the year passed by an overwhelming margin so we're off and running on those guidelines.

My final thought is a plea: *we desperately need you to help with one of our 6 functional "lines of business."* I invite you to visit the website, fill out a volunteer form and help your volunteer staff guide the organization to new heights. *We're only asking for a couple of hours of your time per week. We really can't make this organization responsive to the interests of our members without you!*

Semper Paratus!

1520

Captain Mont Smith, USCG (Ret.)
Aviator 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.

Correspondence may be sent to:
AOP

P.O. Box 222905,
Chantilly, VA 20153-2905
or

Editor, Pterogram
17203 S.E. 46th Place
Bellevue, WA 98006
email rjcopin@aol.com



REPORT ON THE 2007 PTERODACTYL ROOST of The Coast Guard Aviation Association (The Ancient Order of the Pterodactyl) Falls Church, Virginia, September 27-30



The roost of 2007 is history. By the time this recap hits your mailbox, the bills will have been paid, award recipients will have returned home, the talented and diligent people who made it all happen hopefully will have rested, and attention will have turned to other pre-roost projects as well as activities stemming from the roost including a focus on the 2008 roost pre-phlight checklist.

Each roost has its own unique personality depending on location, billeting arrangements, speakers, number of registrants, initiative of hosts, etc. This one around the theme "What a Capitol Idea" differed from past roosts in several ways. All air unit commanding officers were present [*A C.O.'s conference had been scheduled to about the roost calendar*]; a full day was devoted to interaction between active duty aviation personnel and retirees; 440 meals were served at the banquet which featured presentations by the Commandant of the Coast Guard, saw four active duty flag officers seated at the head table, and included an audio-visual hookup with Maine as well as special announcements and awards; and, in addition, two air station commands competed brilliantly for the privilege of hosting the next roost. Meanwhile, the roost was similar to others in other ways. Tours, golf, hospitality, business meeting and a picnic all went down as usual.

Read on for more details on what all went on, but first know that the hard working roost ground crew included the following Pteros and associates: Paul Russell, Ben & Anne Stoppe, Cathie Zimmerman, Steve Goldhammer, Eric Fagerholm, Jerry & Becky Surbey, Mike & Dottie O'Rourke, Chris Snyder, Jay Crouthers & Christine Hunt, Paul Milligan, Bill Meininger, Stu White, Les Smith, Brent Malcolm, LCDR Joe Deer, LCDR Scott Buttrick and Mont Smith.

Figuratively, of course, they all worked their butts off.

Thursday was arrival day. Upon checking in at headquarters for the weekend, participants found a huge well stocked and creatively decorated hospitality area right off the lobby of the Fairview Park Marriott. That's where registrants picked up a packet of roost materials, nametags, schedules, etc. along with refreshments and started their reunion encounters. Story telling went on well into the evening while those who had signed up for the scheduled evening illuminated tour of D.C. structures were shepherded aboard their bus for a great night out.

Friday morning was devoted to part I of a professional discourse day beginning with a continental breakfast outside a large meeting room ready for audio visual presentations. The program was given a kick start with a keynote address by Vice Admiral Vivien Crea, USCG Vice Commandant, Aviator 1820 and life member. The Admiral remarked on her earlier roost experiences which left her wishing to see more focus on active duty recognition and involvement along with the ever present "hangar stories." She expressed her appreciation for those that had paved the way in the past, and she complemented our new leadership on initiatives to bring about the professional interaction planned for the day ahead. [*Space limits our capability to provide many details of the outstanding presentations following VADM Crea, but we'll do our best to give a brief summary...Ed*]

Ptero Captain Mike Emerson, Aviator 2799, on the Commandant's staff as chief of aviation forces, spoke briefly about current and projected operational airframe programs and distribution. He was followed by Ptero Captain Joe Baker, Aviator 2511, the Commandant's staff mem-

ber heading up aeronautical engineering who presented information about aircraft availability, avionics changes, the new National Capitol Region Air Defense mission and satellite direction finding.

Next to land on the dais was Ptero Captain Jeff Pettit, Aviator 2188, aviator flight training CG Liaison Officer at NAS Pensacola. He touched on some of the costs of flight training, various training programs and, most important, the existing aviator deficit, i.e., the CG is short of pilots with "holes" to be filled in the authorized operational air unit billet structure. This presentation prompted an interactive exchange with those present regarding potential and on going use of the CG Auxiliary to provide flight training preparatory flight experiences for CGA cadets which can expedite their entrance into the Navy flight training program. Ptero Pettit also mentioned night vision goggle training and various impacts of [*Congressionally-mandated*] Joint Primary Aircraft Training.

Captain Matt Sisson, Aviator 2538, of the CG acquisition office, provided updates on aviation parts of the Deepwater program. He added some characteristics of the new C-144 twin engine CASA aircraft coming on line.

Now it was mid morning, and the Commandant's aviation safety chief, Commander Tom Farris, Aviator 2581, stepped up. He succinctly gave examples of the necessity for and success of an operational focus on risk assessment and risk management.

After this series of informative presentations on today's CG aviation and some glances to the future, Ptero Sergei Sikorsky, son of Igor Sikorsky and a favorite of Pteros everywhere, was introduced to take the assemblage back in time. Sergei narrated black and white historical still photos



and videos, keeping the eyes of everyone present glued to the screen and ears hanging on every word as the early days of helicopter development and Sergei's life with his father unfolded. Sergei interspersed his interesting commentary with humor, quoting sayings attributed to Igor. In recounting those early testing days of fixed and rotary wing craft when many flights were, let's say, unsuccessful, Igor would comment "pilots decide when to take off, the aircraft decides when to land," and with respect to the earliest vertical take off attempts, "we design the machine with no knowledge, then build it with no knowledge, then try to hover for the first time." Sergei also covered the pioneering accomplishments of our late Captain Frank Erickson, CG helicopter pilot 1 *[for whom the ATC Mobile simulator training building is named]* and his friend, Stu Graham, CG helicopter pilot 2 *[see page 7 for more on Graham]*. One famous image displays young Sergei suspended under an HNS in a first demonstration of the hoist developed by Erickson.

At precisely 1100 eastern time, the meeting paused for a moment of silence in tribute to the late Admiral Owen Siler, Aviator 515, former Commandant of the Coast Guard and charter Pterodactyl, who was at that moment being laid to rest at the Arlington National Cemetery with full military honors including a flyover of CG aircraft.

After a break for lunch, the afternoon session began with Ptero Paul Garrity, Captain, USCG (ret.), Aviator 1530, now an engineer with American Eurocopter, describing the evolution of HH-65 powerplants. With graphs and photos, he traced the Dolphin's re-engining from the original A model to the B and then to today's C model with its more powerful and more reliable engines. Citing various engineering tests and explaining terms, he outlined the successful enhancement of operational capability and safety of the HH-65C now in service throughout the Coast Guard.

He also mentioned a term new to many retirees present, MMCH, multi mission cutter helicopter.

The rest of this first ever *[at a roost]* professional discourse day was devoted to discussions of several particularly harrowing SAR cases. Ptero Dave Kunkel, Rear Admiral, CCGD7, Ancient Albatross, Aviator 1726 *[whew!]* introduced a panel of five retired CG aviators and two who are on active duty. One by one, in turn, each described personal recollections of a specific mission which presented unique challenges and decisions. Each presentation was followed by interaction with attendees as the pilot added to his commentary with answers to questions. The cases presented ranged from 1967 to 1999. These were all fascinating oral histories giving a word picture from the perspective of the pilot's seat in very dangerous, later highly decorated, life saving situations. Space precludes details here but the sessions were recorded so watch for announcements of availability of copies at a later date. The panelists in the order of their presentation were:

Bob Workman, Aviator 914
Tom Finnegan, Aviator 834
Tom "Tank" Vanek
Rich Hauschildt, Aviator 1505
Mont Smith, Aviator 1520
CDR Steve Torpe, Aviator 2912
CAPT Paul Ratte, Aviator 2539

During the afternoon, roost-ers who had registered for the tour of the Udvar-Hazy Center Smithsonian Air Museum at Chantilly visited that great facility filled with such historical craft as Enola Gay and which someday we hope will include a helicopter with CG markings.

The first full day of roost activities would be incomplete without the traditional evening social reception. Guys and gals mingled with air unit commanding officers and reunited with friends in a large, nicely appointed room with cash bars and tables of hors d'oeuvres all around the periphery. Sharings, fun, and lots of smiles were the order of the evening. The only program was a raffle mod-

erated by Ptero Ben Stoppe who, standing on a chair and holding up item after item to be given away, somehow garnered the vocal strength to announce the winning numbers over continuing conversations elsewhere in the space. One of the best 'prizes,' a wonderful piece of framed art, was taken away by happy Ptero Howie Thorsen, Aviator 776. The stories didn't end when the crowd at the reception thinned. Lies continued in the hospitality space beyond the earlier announced closing time of midnight. In other words, a good, long, time was had.

Some early Saturday risers were golfers, some seen grabbing a coffee and muffin near the lobby on their way to the links. Others spent the day in various other activities including the Mount Vernon and winery tours which had been arranged by the event planners. Still others spent much of the day around roost headquarters or its environs. Several volunteers occupied themselves with planning details in preparation for the awards banquet or 'manning' the hospitality space for those continuously gathering to exchange more 'lies.'

Even before the announced gathering time of 1830 for the awards banquet, the roost headquarters lobby and adjacent corridors began to fill, slowly at first, then with gathering momentum, with nicely dressed people, many women and men in Coast Guard Blues. Here a couple in civvies, jacket and tie, sharp pants outfit or dress. There a uniformed Coastie, officer or petty officer with a uniform chest displaying wings of gold and colorful ribbons quietly signaling effort, performance and heroism. Conversation amongst couples and groups raised the decibel level but not uncomfortably as individuals lined up at cash bars adjacent to the banquet hall.

On schedule, doors swung wide and all 440 found their previously arranged tables for the dinner and program. The head table guests and participants and the honored award re-



cipients were escorted to their seats. When all were reasonably well settled in with seat belts fastened [*not really*], Mont Smith, Aviator 1520, our association president, offered a brief welcome and introduced Ptero Vic Primeaux, Aviator 1508, who led the Pledge of Allegiance to the flag and offered a prayer of invocation. There were twelve at the head table. Joining president and Mrs. Mont Smith were Admiral Thad Allen, Commandant of the Coast Guard, Vice Admiral Vivien Crea, Vice Commandant of the Coast Guard, Vice Admiral Robert Papp, Coast Guard Chief of Staff, Mrs. Papp, Ancient Albatross David Kunkel and Mrs. Kunkel, Captain Mike Emerson, Coast Guard Chief of Aviation Resources, Mrs. Emerson, Enlisted Ancient Albatross Peter MacDougall and Ptero Primeaux.

When the main repast had been distributed and largely consumed, 1520 introduced the head table and asked Ancient Order founder, Ptero Norm Horton, retired Commander, Aviator 187, to stand. Upon doing so, Ptero Norm received enthusiastic and warm applause. The start of the awards presentation leg on this evening's memorable flight was then signalled, and Lieutenant Commander Joe Deer of the Commandant's staff, Aviator 3076B, took the yoke (or cyclic) and requested Commander Sean Mahoney, commanding officer, CGAS Houston, Aviator 2938, to come forward to accept the Chief Machinist Mate Oliver F. Berry Aviation Maintenance Award for AMT2 David Parker of CGAS Houston who was unable to be present. This Pterodactyl sponsored award has been given since 2003, but this was the first time for it to carry the recently approved official name of Chief Berry [*See next page for more about Berry*].

The annual aviation maintenance award was conceived by the association to recognize a Coast Guard enlisted aviation maintenance individual who through exceptional performance has enhanced the overall quality of CG aviation maintenance.

The honoree is selected by the staff of the Commandant from among nominations received from CG air units. The award consists of an association folio containing a description of the career of the late Chief Machinist Mate Oliver Berry and a congratulatory letter from the association president; a congratulatory letter from a flag officer on the staff of the Commandant; addition of the recipient's name to a permanent plaque on display at the Aviation Technical Training Center, Elizabeth City; a year of association membership; and recognition at the annual awards banquet. The fourteen other nominees for this award also receive a year of membership.

AMT2 Parker was cited for demonstrating superb leadership and professionalism while playing a key role in CGAS Houston's aeronautical engineering department as a helicopter maintenance technician, primary quality assurance inspector and watch captain. His technical skills and extensive knowledge of the HH-65C helicopter were invaluable in troubleshooting and correcting discrepancies resulting in completion of twelve flight control overhauls, six engine replacements and forty-eight time compliance technical orders. He had a substantial role in the development of a maintenance plan supporting more than 2,400 flight hours with an 86% availability rate and 96% dispatch rate. His devoted mentoring of junior technicians enhanced their preparation for service wide examinations, their cross-specialty training, study habits and technical knowledge.

The annual Captain Marion "Gus" Shrode Aviation Safety Award was next on the agenda. This award is sponsored by the association and has been given since 1998 to a unit flight safety officer or department to recognize exceptional performance providing outstanding contributions to aviation safety. The recipient is selected by the staff of the Commandant from among nominations submitted by aviation commands. The award con-

sists of an association folio containing a summary of the career of the late Captain Shrode, Aviator 527 and a congratulatory letter from the association president; a letter from a flag officer on the staff of the Commandant; addition of the recipient's name to a permanent plaque displayed at the Aviation Training Center, Mobile; and recognition at the annual awards banquet.

The CGAS Atlantic City Safety Department consisting of Lieutenant Brian Potter, Aviator 3539, and Lieutenant Frank Fusco, Aviator 3636A, was selected from among all nominations to receive this year's award. The department was cited for significant contributions to the outstanding safety record at CGAS Atlantic City during a unique and highly challenging period of rapid mission and asset expansion. Assigned to support the National Capitol Air Defense Mission, the unit's complement of HH-65 airframes doubled, its permanent personnel complement increased by more than seventy percent, and support for temporary duty personnel was required to integrate the new first-of-a-kind 24/7 alert mission safely with its attendant increase in operational risk. Organizing and training for the expansion of forces, maneuvers and new procedures and equipment and operation in the congested and heavily regulated airspace of the nation's capitol required a maximum effort to apply operational risk management principles to all operational and support issues involved. Unit safety department performance was integral to the overall unit success. LT Potter was present to receive the award.

Next up, the rescue awards. The rotary and fixed wing awards, sponsored by the association since 2000, are presented to an air crew selected by the staff of the Commandant for exceptional rescue performance in each category from nominations received from air stations. The awards consist of a personalized medallion set in an acrylic stand for each crew member; a congratulatory letter from



a flag officer on the Commandant's staff and recognition at the annual banquet.

This year's recipient for the Captain Frank A. Erickson Rotary Wing Rescue Award was the crew of HH-65B 6525 of CGAS Kodiak while deployed aboard the CG Cutter *MEL-LON*. Lieutenant Commander Joseph Carroll, Aviator 3185, Lieutenant Devin Townsend, Aviator 3627, AST1 Willard Milam and AET2 John Maghupoy were cited for extraordinary skill and courage in carrying out a rescue on February 9, 2007. While the crew was on a mid-patrol break at Dutch Harbor, they were alerted to the activation of a fishing vessel's emergency beacon signal from a location near Unalaska Island. Shortly after midnight, the helicopter departed, navigated around mountainous terrain in near zero visibility, high winds and moderate turbulence, and located four hypothermic fishermen in a life raft. Evaluating the situation as presenting extreme and imminent danger to the occupants of the raft, the crew pushed the limits of the B model helicopter by hoisting the four men on this single sortie and demonstrated true selflessness by forfeiting their own survival suits to the fishermen. In addition, their rescue swimmer was also hypothermic due to his leaking dry suit. With all aboard, the helicopter proceeded with a precariously low fuel level to Dutch Harbor where the four survivors and rescue swimmer were delivered to a waiting ambulance. The Commandant's message announcing this award stated "Their superior aeronautical abilities and sheer courage throughout the perilous mission were beyond heroic." LT Townsend, AST1 Milam and AET2 Maghupoy were present to receive the award in person.

Selected to receive the Commander Elmer F. Stone Fixed Wing Rescue Award for a mission carried out in May of 2005 was the crew of HC-130H 1502 of CGAS Elizabeth City, Lieutenant Paul Beavis, Aviator 3548, Lieutenant Edward Ahlstrand,

Aviator 3733, AMT1 Trey Jones, AET3 Jesse Bennett, AMT2 Stacey Sorenson, AET3 Ryan Cantu and AMT3 Casey Green. Enduring hurricane force wind gusts from a sub-tropical storm for many hours searching for two vessels reported in peril 220 miles southeast of Elizabeth City, the 1502 crew demonstrated exceptional aeronautical skill and diligence in locating a life raft with three people in towering waves 50 to 70 feet high. The weather and sea state were so extreme the raft could not be sighted on every low pass. The crew maintained their vigil and successfully vectored a rescue helicopter directly to the raft which saved the helicopter valuable fuel needed for the rescue which was ultimately successful. The second vessel and its occupants were not found despite a five day search by numerous aircraft and cutters in the stormy conditions, but the aeronautical skill, intense attention to operational risk management and comprehensive coordination by the crew of CG-1502 in the severe conditions resulted in the recovery of the three survivors from the first vessel.

Following those inspiring recognitions of superlative performance by men and women of today's Coast Guard, the pendulum of awards swung to honor an individual whose contribution to CG aviation history was very unique. Captain Harvey Orr, USCG (Ret.), Aviator 1157, was present to receive recognition for constructing furniture to display CG aviation history in a matchless setting at the Coast Guard Academy. Among furnishings he personally crafted and donated to the CG Academy Alumni Association for the Alumni Center, Captain Orr produced a large and impressive display cabinet and related viewing bench. The pieces, whose wonderful attributes are difficult to portray in photographs, are of museum quality and will be a treasure for all those who will view them, filled with examples and artifacts of CG aviation, over the years to come. Captain Orr's creative design capture

his vision of elements of the 1903 historic manned heavier-than-air Wright brothers' machine. These furnishings by a CG aviator will cause many a visitor to sigh at their quality and meaning. Captain Orr came forward and received from the association president a folio containing an image of his work and a letter thanking him and making him a life member of the association.

The award pendulum swung in yet another direction, this time toward the CG Aviation Hall of Honor, formerly titled the CG Aviation Hall of Fame.

President Mont Smith announced the induction into the Hall of Honor of the late Chief Oliver Berry whose name was recently approved to be associated with the association's CG aviation maintenance award. The process of naming this award involved considerable research and reflection and a recommendation by retired and active duty Pterodactyls with wide experience in CG aviation maintenance. Chief Berry surfaced quickly in the process and was officially approved for the naming of the award, as initially announced in Sitrep 2-07, for a variety of reasons hinged on his great career. Among many other aspects of Chief Berry's contributions to CG aviation in its early days which are recounted in each folio presented to recipients of the award and also displayed on the association's website, he is known as the very first military helicopter mechanic in the world. In a process separate from the naming of the aviation maintenance award, Chief Berry was nominated for and approved for induction to the Hall of Honor.

The pendulum swung again to point to impressive recent history in the annals of CG aviation. Ptero ASMSM Larry Farmer, USCG (Ret.), one of the initial managers of the CG rescue swimmer program, was invited to come forward to hear the announcement that he also had been selected for induction into the CG Aviation Hall of Honor.

President



Smith also announced that the actual induction ceremony for ASMSM Farmer would take place, as requested by the Master Chief, at a later date at ATC Mobile where the Hall of Honor is on display. However, to take advantage of this special moment in time, Commander Hugh O'Doherty, Aviator 1732, and Ken Coffland, from their vantage having participated in various stages of the early days of the highly successful and acclaimed rescue swimmer program, recounted Farmer's achievements and acknowledged his pivotal role in establishing the program and seeing that it was accepted and implemented throughout CG aviation. Among Master Chief Farmer's many accomplishments, he completed the demanding USN swimmer's school at age 36 before establishing and managing the first rescue swimmer standardization team and development of initial rescue swimmer operational and training standards.

In a brief acceptance address, the Master Chief expressed appreciation for the honor and said he accepted it on behalf of others who worked hard to establish the program and, in particular, all CG rescue swimmers.

Ancient Albatross Kunkel was then handed the mike to introduce the keynote speaker for the evening, Admiral Thad Allen, Commandant of the Coast Guard. To say that Ptero Dave's introduction was unique and entertaining is an understatement. Rather than actually introducing the crowd to ADM Allen, which was clearly unnecessary, the Ancient Al rather introduced ADM Allen to aviation personnel in a series of cleverly worded humorous verbal characterizations of rotary and fixed wing aviators and crewmen and "red raggers." The Commandant smiled broadly and chuckled along with everyone else during the dissertation which defies a more detailed description here. It was special. You shoulda been there.

Admiral Allen's address following his "introduction," was equally special. He cited mentors and acknowl-

edged some who were present. He touched on Katrina, articulating his pride in the response and performance of Coast Guard men and women to that challenge. He described one of his many CG helicopter "rides" in the wake of Katrina which included experiencing a rapid emergency descent to a landing in a "field of strawberries," and his appreciation of the skill of the air crew. On CG policy matters, he expressed his commitment to seeing various aviation maintenance management programs applied elsewhere throughout the service. The Commandant indicated that an infusion of aviation maintenance and inspection "DNA" to surface forces has already begun. He gave examples where inspections based on CG aviation systems had recently discovered correctable boat problems that would have otherwise gone unnoticed. He announced a special management award that had recently been received by the service from the Homeland Security Department. He also acknowledged an HH-65 helicopter milestone, one million flight hours, and accepted a presentation from the President of American Eurocopters in recognition of that achievement.

In the midst of his address, the Commandant gracefully permitted a special long distance interruption and then proceeded to carry on an audio visual conversation with Ptero Stu Graham, CG helicopter pilot #2 who was at that moment celebrating his 90th birthday in Maine. All present enjoyed watching and listening as Admiral Allen, with microphone in hand, spoke with Commander Graham whose voice was equally clear. Graham's live image at his party was somewhat less clear but was identifiable and projected on large screens. The Commandant expressed birthday greetings and well wishes and asked Ptero Stu to speak to the banquet. Stu commented on various aspects of his helicopter pioneering days, mentioning his friends Igor and Sergei Sikorsky and Captain Frank Erickson. He expressed that one of his favorite memories of the early times was fly-

ing a helicopter aboard ship for the Atlantic crossing during World War II, the first demonstration of helicopter shipboard operations. Additional commentary by Sergei Sikorsky and his wife Elena added to this memorable peek into an important chapter in CG aviation and Sikorsky history.

With all of that accomplished, the program was still not yet complete. The Commandant presented public service commendations to two very committed and diligent Pterodactyls who have labored to research and display CG aviation history.

Ptero John "Bear" Moseley, Aviator 743, was present and clearly surprised to be called front and center to stand with the Commandant as his citation was read. He was recognized for "countless hours" of research and documentation of CG aviation history, specifically the recognition and publication of combat rescue heroics by CG aviators in Southeast Asia in the 1960's, the compilation of more than 540 Distinguished Flying Cross and Air Medal Citations and the documentation of hundreds of pages of historical events not otherwise available to members of the service, the general public and researching authors.

Ptero Gilbert "Gib" Brown, Aviator 795, was not able to be present, but his citation was read and recognized his immense contribution to the preservation and accessibility of CG aviation history. Among many related and important achievements, he established and organized a history committee of dedicated Pteros who since 2003 have researched, collected and recorded countless documents and photographs, converting them to digital records; he established and maintains an extensive and comprehensive CG aviation history website with an extremely broad and global following; and he developed a close liaison with the office of the Historian at Coast Guard headquarters. Ptero Brown's vision, talents and dedication has resulted in an unparalleled and extremely valuable history



program destined to preserve and display the rich history of CG aviation well over the foreseeable horizon.

President Mont then asked Admiral Allen to stand with him for the reading of a proclamation making the Admiral an honorary member of the association and therefore an honorary Ptero. Admiral Allen was presented with a folio containing the proclamation along with other mementos.

Vice Commandant Vivien Crea announced having just received word during the evening that for the first time, CG Auxiliarists came out on top in a friendly international competition with counterparts in Canada.

This great evening program, brimming with inspiration, came to a close with the following Benediction adapted from Psalm 23 by Ptero Primeaux.

THE LORD IS MY PILOT

The Lord is my Pilot, I shall not stray
off course or glide path.
He lighteth my way
across dark waters;
He steereth me
thru the stormy nights;
He keepeth my Flight Log;
He guideth me by His Star
of Holiness for His Name's sake.
Yea, though I fly midst the
thunders, lightning and turbulence of
Urgent SAR, I shall
fear no danger,
for Thou, O God, art with me.
Thou preparest a safe landing
before me in your
Homeland Security of Eternity. Thou
anointest the waves with oil, and my
hoist saves those in distress. Surely,
sunlight and starlight
shall favor me all the missions I fly,
And I will dwell securely in the
hangar of my Lord forever. AMEN
Much of the crowd then returned to
the hospitality space for more stories.

And then it was Sunday with two
more legs of this roost mission to fly,
business meeting and picnic.

At 0907 EDT, "1520," assuming
takeoff clearance, pulled collective
(or advanced the throttles) for the
mandated business meeting where
some 120 'dactyls had phlocked for
the latest skinny. Here follows a summary
of the session which will attempt
to document the most important
matters and decisions.

In the climb, Mont offered a welcome
and brief remarks. He thanked Ben
Stoppe and the rest of the roost
'committee' for all the labor planning
and helping to execute the roost activities.
He commented on the positives of the
roost so far citing accolades from attendees
about the professional discourse day and the
banquet for 440 people, good feedback
about the initiatives to enhance relevancy
to the active duty community and the
success this year at attracting corporate
sponsors whose donations help us to
carry out all our educational and other
objectives. He reported that we received
\$40,000 from sponsors this year, and he
asked all present to help us extend
sponsorship by reporting to us or
engaging contacts in the corporate world
who might wish to help us.

Leveling off, your ancient scribe
published the names of members and
other CG aviators and crew members
who we have learned (and we always
want to know) have flown 'cross the
bar since the last roost:

Richard Butchka
Lawrence Carbonneau
Warren Dutton
Charles Howell
William Imle
Thomas Johnson, III
Richard "Satch" Lee
Warren "Rusty" Rast
Robert Rescola
Owen Siler
Robert Watterson
George Wittler, Jr.
Robert Fuerst
John Reid
Dick Martin
Walter Glenning
Donald "Doc" Luzius
Ben Baldwin

*From the floor came the
following additional names:*

Larry Montali
Ernest Marsh

After a respectful moment of silence,
it was restated that this longer-than-normal
list included non members.

The Airman's Prayer was read by
Ancient Albatross Dave Kunkel who
then offered brief remarks from his perch.
He described and showed images of a new
Ancient Al coin he had had cast. He also
reported on his pleasure during participation
in ceremonies at Pensacola where new
aviators received their wings of gold. He
used the word "great" to describe this
roost and expressed that he was pleased
to see the association "moving forward in
leaps and bounds."

Enlisted Ancient Al Pete MacDougall
was next to address the meeting. He included
in his always welcome and informative
remarks a quick review of current CGAS
Washington aircraft and a claim to bragging
rights for having appeared in so many
photographs with extremely high level
government officials. *[Most of those
photo ops he 'might' admit stem from
his current profession as leading chief at
CGAS Washington and not from revered
title as the Coast Guard Enlisted Ancient
Albatross...Ed]*

Still at cruise power, our diligent
secretary, Ptero Cathie Zimmerman,
presented her membership Sitrep as of
9/25/07. The roles showed: 1274 members
(12 Honorary, 707 Life members, 1184
Regular and 78 Associates). Since the 2006
roost: 181 new members have joined (22
Life members) with 35 members converting
to Life membership). 26 of 31 C.O.'s are
members, 22 of those Life members. Since
mid-June when the roost registration opened,
59 members renewed, 51 new members
joined (6 as Life members) and 11 members
converted to Life. Of the people registering
for the Roost, 46 took advantage of online
renewal and joined, renewed or converted to
life. Not counting sponsors and guests (or
non aviation HQ personnel) there were 31
retired or active duty aviators



registered for the Roost who are not current Pteros [*Hopefully, the roost will inspire their joining...Ed*]. Cathie closed with a plea for all to report any changes to email as well as postal addresses for obvious reasons.

1520 signalled time to orbit around money, so Ptero Ptreasurer Ben Stoppe phlew forward to render his report which confirmed solvency of the treasury. Net Worth as of 9/10/07 stood at \$166,636.24 including checking, roost monies in transition and \$87,129.35 in the USAA Income Fund. Ben withdrew the traditional petty cash jar from the old crown royal pouch, which appeared none the worse for wear, and read off the contents from assorted foreign coins to air line cocktail chits to Elizabeth City bus tokens, etc., and ending, of course, with the well known lock washer. In the interest of limiting reader exposure to eye strain, the entire contents will not be listed here [*If anyone's interested, he or she may refer to past Pterograms for the list as of a certain point in time...Ed*]. Ptero Jerry Mohlenbrok asked for and received permission to deposit several additional foreign coin thereby expanding by some unknown and no doubt nominal measure the value of petty cash on hand.

Ptreasurer Ben interrupted his own concise report with a plea for those present to hack away at the plentiful and attractive array of donuts in the room so he would not have to re-transport them after the meeting. At press time, your scribe is not aware of the final donut accounting.

Ben then, describing the need for additional monies for increasing expenses, including the cost of producing Sitreps, proposed that annual dues be raised from \$15 to \$20 and Life memberships from \$200 to \$250. These changes were put forth in the form of a motion which was duly seconded. The discussion which ensued was typical for groups, not just this one, and included questions, comments and suggestions, some good ones, amendments, etc., to do with timing and relevancy to active

duty personnel, but the unusually tolerable exchanges were ultimately resolved with a clearly reworded motion which easily passed. That was to raise the annual dues to \$20 for non active duty members and the Life membership dues to \$250 for all categories of membership as of 1 January 2008. So be it. Case Closed (for now).

The orbit waypoint relocated as volunteer Ancient Phistorian Bear Moseley came to the cockpit and picked up the microphone (sorry, no real cockpit, no real mike) to furnish a report for History Vice President Ptero Gib Brown who was not able to be present. Bear, with his obvious enthusiasm and devotion to the cause (as hinted later by observers) recounted the history of the history committee and described progress on a number of on going projects important to the preservation of CG aviation history. Here is a snapshot of his presentation.

For those new to us, Bear recalled that it was only early 2003 when seven Pteros, some from long distance, alighted at NAS Pensacola to organize methods of advancing the CG history cause. Four more were added later [*Names, each of them would quickly agree, are not important, but in the interest of historical accuracy, originals were Bob Johanson, Carl Swickley, Ray Copin, the now late Bob Watterson, former phistorian Tom Beard, Gib Brown and Bear Moseley...added to the committee soon thereafter were Pteros Bob Workman, Art Wagner, Chuck Hahn and Cathy Entman...Ed*]. Spurred by Ptero [*Hall of Honor*] Gib Brown with his computer/website skill and talent, a first objective was to create a digital archive and website.

The history website (www.uscgaviationhistory.aoptero.org) was established on March 1, 2003 and can be found directly or through a link from the association's home site (www.aoptero.org). The vast information on the history site is constantly expanding and is regularly visited by people from around the world. There is no better depository

of Coast Guard aviation history documents, photographs, stories, etc. Featured on the site are many subjects. Here are just a few of them:

An expanding Roll of Valor lists award citations from the Silver Life Saving Medal through the Navy Cross with more than 550 listed so far. There was no such compilation anywhere until this initiative by committee volunteers.

A developing CG Aviator Database is an ongoing project to obtain records of particularly early deceased pioneers in order to archive otherwise unavailable historical information.

"Hangar Flying" tales.

A Flight Log where CG air men and women can display without charge a sketch of their aviation career for posterity.

Memories of Memorable Characters.

A CG Aviation History Timeline still being completed already provides many hundreds of pages of information presented in periods of evolution. (Many present at the business meeting flew during the 1957 to 1976 period being expanded, and all are urged to read that section and submit suggestions for changes or additions.)

History committee research and persistence led to the recent presentation of a posthumous Legion of Merit for Captain Martin for his life saving actions following the Sabena DC-4 crash in Newfoundland in 1946 and also the initiative to justify creation of a non combat heroism award to rank with the Silver Star which the Commandant announced at the awards banquet has been approved conceptually.

In closing, Bear indicated that webmaster Brown will retire from this volunteer task a year from now so we need a replacement. He will train his successor and estimates a requirement for about ten hours a week to maintain the site, a bit more at times for future expansions. The association supports the site financially. Taking this on will enrich your knowledge and enhance your skills and give



you great personal satisfaction. As long as you have access to the internet and basic computer skill, location is not important.

Ptero Howie Thorsen, Aviator 776, added helpful comments from the perspective of the Foundation for Coast Guard History. The FCGH has annual awards for the best history programs at Coast Guard units to encourage the recording and display of unit accomplishments, to the general public as well as unit personnel. All air station commanding officers are asked along with other commands to take a personal interest in their unit history programs, making it something more than just a scrap book maintained by a junior member of the wardroom or crew. *[Check out www.fcgh.org for information about the foundation, its projects and membership...Ed]*

The orbit moved again, this time for Ptero Art Wagner, Aviator 769, to provide an update on the effort to support aviation commands with local 'chapters' fondly called "Detachments." Several detachments are organized as reported in previous Sitreps, but more are needed to bring to reality the idea of furnishing real help to commands on a regular basis. If you want to help get a detachment started or to join one in progress, let any Board member know, and you'll be given a steer. Ptero Art also brought up a suggestion that he and others had received during hospitality conversations, that newly designated aviators be given their year of membership *[or more than a year as some heard the idea]* upon making aircraft commander rather than upon receiving wings of gold. Discussion was generally favorable but began to generate variations so a consensus was

reached to pass the idea to the Executive Board for refinement and further consideration.

Brief presentations were then offered in order by Pteros Bob Johanson, Aviator 869 *[in for Ptero Tom King, Aviator 1775]*, Gary Gamble, Aviator 1826, Jerry Mohlenbrok, Aviator 951 and Paul Russell, Aviator 943. Bob reported on the status of the project to renovate the HH-52 for hopefully eventual display in the Smithsonian, indicating renovation at Ecity has slowed but will be given a shot in the arm with Ptero Jim Thomas, Aviator 1950 volunteering to be our 'on scene coordinator.' Gary described various new secure methods of communicating through the association's home website which he manages as Vice President for Communications. Jerry briefed on the museum initiative at Sacramento which is supported financially by the association. Paul as our new VP for Annual Conventions (Roosts) offered praise to those who planned and worked this roost.

The meeting was then cleared to a higher altitude, not to save fuel, but to receive what turned out to be outstanding presentations from the two commanding officers 'competing' for the privilege of hosting the 2008 roost, Ptero Brad Bean, Aviator 2460 and Ptero Peter Troedsson, Aviator 2551. Captain Bean commands Barbers Point. Captain Troedsson Astoria. Prior to the roost each of these air stations had sent for inclusion in registrant packets excellent marketing pieces in the form of slick trifold flyers with color graphics and clever sayings obviously aimed at luring votes. Now it was time for them to make their pitches in person. Their presentations were extremely well

spoken and received so well that the eventual vote was, unbelievably, a tie. The voting members present having previously agreed to ask Ptero Founder Norm Horton, Aviator 187, to cast any tie breaking vote, however unlikely to be necessary, looked to Norm who said "Astoria." So, at a date to be determined next fall after Labor Day, we will phlock to the Oregon unit near the mouth of the Columbia River.

Following that decision, considerable discussion revolved around several points including the following possibilities: moving to a two or three year roost planning cycle; coming back to the D.C. area periodically; roosting in Hawaii in the future if not in 2009. On the later, Captain Bean offered that he was not in a position to invite a roost hosted by Barbers Point beyond 2008 because he will have moved on by then and understandably would not want to speak for his successor(s). Captain Bean may have lost the '08 roost, but he won the hearts and respect of everyone in the room with his terrific and exceedingly well delivered pitch. To close this leg, it was moved, seconded and approved to ask the Executive Board to consider transitioning to a roost planning cycle greater than one year and to soon begin planning a location for the 2009 roost.

Low on fuel, 1520 ordered an immediate penetration approach (or autorotation for rotor heads), and we parked at the gate just a few minutes late at 1115.

With the business meeting now in the books, a fine picnic at the CG communications station was the setting for some final stories and a few more hugs, before the phlock dispersed, having experienced the great roost of 2007.

We are most appreciative of the support we receive from these great sponsors who...



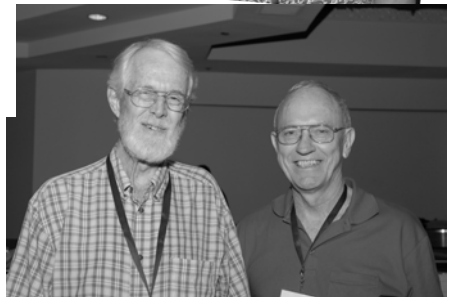
...help us preserve, protect and display the history of U.S. Coast Guard Aviation



HERE ARE JUST A FEW BLACK AND WHITES FROM HOSPITALITY AND THE PICNIC WHICH WERE SELECTED AT RANDOM. SEE THESE AND MANY OTHER PHOTOS IN COLOR ON THE PTERO ASSOCIATION WEBSITE WWW.AOPTERO.ORG
How many can you ID?



*Aviator 914's Goat
(Ptero Bob Workman's work of art)
Centerpiece of Hospitality 2007
Wing span: 81 inches, HP:?*



These photos and the ones on the following two pages and many more that will be posted on our website are by Christine Hunt, spouse of Ptero Jay Crouthers.
Contact Christine for photographic services (other than weddings) through www.imagesbychristine.com



**VADM CREA
OPENED FRIDAY'S
PROFESSIONAL DAY**

**SATURDAY'S
AWARDS
BANQUET
FEATURED
MANY AWARDS**



***The Captain Marion "Gus" Shrode Aviation Safety Award
Mont Smith, Admiral Allen, Lt Potter, Ancient Albatross Kunkel,
Enlisted Ancient Albatross MacDougall, Cdr Farris***



***The Chief Machinist Mate Oliver F. Berry
Aviation Maintenance Award
Mont Smith, Admiral Allen,
Cdr Mahoney (for AMT2 Parker), Capt Gibbons***



***The Captain Frank Erickson Rotary Wing Rescue Award
Mont Smith, Admiral Allen, AET2 Maghupoy, AST1 Milam,
Lt Townsend, Ancient Albatross Kunkel,
Enlisted Ancient Albatross MacDougall***



***The Commander Elmer Stone Fixed Wing Rescue Award
Admiral Allen, Lt Beavis, Lt Ahlstrand,
AMT3 Green, AMT2 Sorenson***



***SPECIAL
ACHIEVEMENT
Award—
Capt Harvey Orr
With
Mont Smith***



***HALL OF HONOR Announcement —
Master Chief Larry Farmer, Mont Smith
(Hugh O'Dougherty & Ken Coffland at mike)***



***The Master Chief
accepting***





*Ancient Albatross Dave Kunkel
"Introducing" the Commandant*



**MORE
BANQUET
PROGRAM....**



*The Ancient Albatross
of the Coast Guard
David Kunkel,
RADM, CCGD7
&
The Ancient Mariner
of the Coast Guard
Robert Papp,
VADM,
Coast Guard Chief of Staff*



*Honored Guest and
Featured Speaker
Admiral Thad Allen,
Commandant of the
U.S. Coast Guard*



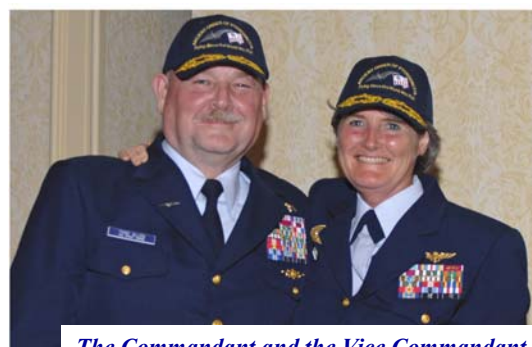
*Admiral Allen accepting the proclamation of his
Honorary Pterodactyl "appointment" from Aviator 1520*



*Mr. John "Bear" Moseley, Pterodactyl Historian,
receiving a Commandant's Public Service Award*



*The Commandant receiving a mounted HH-65 control
from Mr. Mark Paganini, President and CEO, American
Eurocopters commemorating one million Dolphin flight hours*



*The Commandant and the Vice Commandant
in CG Blue & Ancient Order Ptero Cap*



THE C-130J AIRCRAFT PROJECT OFFICE

by Commander Jim Martin, USCG, Aviator 2752

[A few years ago, CG aviation units were featured in a series of Pterogram articles. Over time each unit was covered including ATC, ATTC, ARSC and HQ aviation staff elements. As we begin a new cycle over similar coverage, we'll include the C-130J organization at E.City with thanks to its commanding officer, Ptero Jim Martin.. Ed]

The C-130J Aircraft Project Office was established as an independent HQ unit in 2003. The Command complement consists of 14 Commissioned Officers, 2 Chief Warrant Officers, 90 enlisted, 6 Civil Service and 14 Contractors. The unit operates and maintains six highly automated and technologically advanced C-130J aircraft and is located in the DRS Technologies Heavy Maintenance Facility in Elizabeth City, NC.

The primary mission of the unit is to support the HC-130J acquisition, conversion, maintenance deployment, initial familiarization and operational deployment through an Integrated Logistics Support approach. The unit's secondary mission is to support operational missions for the Atlantic Area and Pacific Area Commands as directed by the Office of Aviation Forces. Notable missions included Tsunami relief in Indonesia and Hurricane Katrina relief. The unit has flown nearly 4,000 flight hours to date.

The scope of command includes:

- ✈ Operate and maintain six C-130J aircraft.
- ✈ Develop C-130J and HC-130J operational and maintenance procedures.
- ✈ Validate C-130J and HC-130J aviation part sparing models.

- ✈ Advise and assist the Acquisition Program Manager on all manner of Project and C-130J issues
- ✈ Ensure the aircraft are ready to induct for modification to the designed missionization profile and assist as necessary.
- ✈ Assist in developing and then execute Development Test & Evaluation and Operational Test & Evaluation plans.
- ✈ Seamlessly integrate the aircraft system into the existing Coast Guard legacy operational and maintenance infrastructure at Airsta Elizabeth City.

The C-130J APO is structured to fulfill the requirements of three separate commands. As the technical expert for the Acquisition Project Manager, the C-130J APO provides the technical oversight that the Aircraft Repair and Supply Center provides to current legacy aircraft systems. The APO provides the development of operational, training and standardization procedures that the Aviation Training Center Mobile, AL and its legacy aircraft standardization branches provide to Coast Guard aviation. Finally, the C-130J APO provides operational aircraft support to both Area Commands like an Air Station.

Three of the unit's aircraft are currently undergoing a sensorization modification at Lockheed Martin's Air Logistics Center in Greenville, SC. The highlights of the modification include the installation of a belly mounted surface search radar, an EO/IR sensor installed under the

existing nose radome, an extensive communications suite, and a two seat Mission System Operator station permanently installed on the flight deck.

Future plans are to support full missionization of the aircraft to the HC-130J configuration and continue to build a total logistics support program for the integration of the HC-130J into full Coast Guard service at Air Station Elizabeth City, NC by the summer of 2008.



Notice Six-Bladed Dowty Props



Semper Paratus — Indonesia Tsunami



Over The Numbers





COAST GUARD AVIATION MEDICINE

An Interview with an experienced Flight Surgeon



[We have been wanting to report on CG aviation medicine programs (1) to inform our membership and (2) to document for historical purposes important aspects of that very vital element of CG aviation. Captain Brent Pennington, USPHS, M.D., recently reported to a position on the staff of the Commandant at CG Headquarters following a tour as flight surgeon at Kodiak, and he agreed to an interview to help us in our quest. Here is a first 'installment'...Ed]

Q. Doctor, let's begin by your relating something of your assignments with the Coast Guard before this new one, and please provide your present title, organizational staff element along with something of your new job description.

A. I was stationed in Alaska with the Indian Health Service for five years and had the opportunity to participate in rural MEDEVAC cases and even flew aboard a Coast Guard helicopter on several occasions. It was after that I was recruited to become a flight surgeon with the Coast Guard. My first assignment was at Air Station Sitka, where I served four years as flight surgeon from 1997 to 2001. From there, I transferred to Air Station Cape Cod. I served there as flight surgeon for five years from August 2001 to June 2006. From Cape Cod I went to Kodiak where I again served as flight surgeon until my transfer in mid 2007 to Headquarters in Washington DC. I now serve as Chief of Operational Medicine and Medical Readiness, CG-1121. I am the force manager for physicians and manage the policies found in the Medical Manual including force protection issues related to terrorism and communicable diseases.

Q. Thank you. I understand there doesn't seem to be much available in historical records that would paint a comprehensive picture of the origin and evolution of CG aviation medicine up to the present. Would you like to say something about that before we get into today's programs?

A. Well, you are correct about the lack of historical data on Coast Guard Aviation Medicine. I believe the Coast Guard utilized Navy flight surgeons until the early 1970s. At that time, I think it was 1972, the Coast Guard created the first class of USPHS Medical Officers to be trained by the Department of Defense as flight surgeons for the Coast Guard. Most of that training had to do with the care and feeding of aviators rather than Coast Guard specific operational involvement of flight surgeons. Over the ensuing years, it became clear that the Coast Guard has unique and evolving domestic missions that require the direct involvement of flight surgeons. Most of the training along these lines was on the job training, learned the hard way by the flight surgeons in the field and not captured in any doctrine

or policy until relatively recently.

Q. I'll now ask you to focus on specific areas of interest regarding the programs of today. To begin, how many flight surgeon billets are there in the Coast Guard, and are all billets currently filled? Also, what is the process for the CG bringing a flight surgeon on board and what medical qualifications are required?

A. There are currently about 60 physicians in the Coast Guard. All are USPHS Officers. About 40 have been provided formal training as flight surgeons by attending either the 7-week Army or Air Force Aeromedical Primary Courses, and about 20 are currently assigned to Duties Including Flight Operations (DIFOPS) billets. There are two vacant DIFOPS billets. We screen prospective flight surgeon recruits by reviewing a current physical exam to ensure they meet the medical and vision standards for flight surgeons, which are generally the same as for other aviation personnel. In addition to medical screening, we also screen for psychological adaptation to the aviation environment. Persons who are prone to motion sickness, claustrophobia, who cannot swim or have a fear of flying are not considered well adapted to the aviation environment. That leaves us adrenalin-seekers who love things that go really fast and make a lot of noise!

Q. Please describe aviation medicine training provided to our flight surgeons.

A. Physicians that qualify are sent to the 7-week Aeromedical Primary Course (AMP) at the Army or Air Force schools. We prefer the Army school because of the emphasis on rotary wing aircraft operations. Following successful completion of training, the student is then sent to an additional week of Coast Guard specific training at the Flight Surgeon Transition Course at ATC Mobile. At the transition course, the trainee learns policy and procedures specific to Coast Guard clinics, goes through familiarization training on the airframes the Coast Guard operates, completes crew training in emergency egress, Crew Resource Management and Helicopter Emergency Egress Training (HEEDS). HEEDS training takes place in a pool in which the student is strapped into a chair that is flipped upside down underwater in a cage. The student then breathes through a small compressed air supply while calmly going hand over hand to an exit. Students passing this training go on to the 9-D-5 "dunker" training. This is done at a DoD facility in which there is a helicopter mock-up over a pool. The helicopter "crashes" into the water, fills with water and then rolls over. The student does 4 escapes from different positions in the training cabin, two



with eyes closed off by black-out goggles. Newly trained flight surgeons are then designated as a Flight Surgeon Trainee (FST) when they report to their first DIFOPS assignment. Over the next year they are expected to fly at least four hours per month, include night flights, observe aircraft maintenance, provide training to aircrews on aviation physiology, survival, night vision and a number of other topics. After a year, the FST may request formal designation as a fully qualified Flight Surgeon (FS). While assigned to a DIFOPS billet, FSTs and FSs are also required to meet the recurring annual training required of all aviation personnel as listed in the Air Operations Manual. A physician who is not assigned to a DIFOPS billet is termed an Aviation Medical Officer. All of their training is otherwise the same.

Q. Do we have any billets for Physician Assistants specifically assigned to aviation units? If so, how many, and do they receive special training in aviation medicine?

A. The Coast Guard employs 42 Physician Assistants (PA). There are now Aeromedical designations for PAs as well. A PA may attend the Army AMP Course and the transition course at ATC Mobile. After training, the Aviation PA (APA) can perform periodic aviation physical exams, issue "up chits" and prepare aviation waiver requests. An APA is not generally expected to fly regularly but may request to do so. If they meet additional criteria, obtain additional training and fly regularly, the APA may become a Designated Aeromedical Physician Assistant. Twelve PAs have been sent for APA training. There are currently 4 assigned to air station billets who are supervised by a distant flight surgeon..

Q. Turning to Corpsmen, how many billets are there, and are they all filled currently? And, do Corpsmen assigned to aviation units receive special training in aviation medicine?

A. Health Services Technicians (HS), or Corpsmen, are sometimes provided additional training to provide health care aboard Coast Guard aircraft engaged in SAR/MEDEVAC operations. They do the aircrew training for Aviation Mission Specialists and must be certified EMTs. There currently are no billets designated as AMS, but a few Coast Guard Air Stations have developed their own approach toward training, supervising and monitoring these AMS Corpsmen. Annual training is required for all aviation personnel including flight surgeons, flight surgeon trainees, physician assistants and corpsmen in aircrew duties, egress, survival and across a wide variety of medical conditions. All are required to maintain certification in Basic Life Support and Medical Officers are required to maintain certification in Advanced Cardiac Life Support.

Q. What about recurrent training for flight surgeons, P.A.'s and HS's?

A. Annual training is required for all aviation personnel including flight surgeons, flight surgeon trainees, physician assistants and corpsmen, in aircrew duties,

egress, survival and across a wide variety of medical conditions. All are required to maintain certification in Basic Life Support and Medical Officers are required to maintain certification in Advanced Cardiac Life Support

Q. Is there anything you would like to add about equipment?

A. The minimum required medical capability aboard Coast Guard helicopters engaged in SAR is an EMT-Basic level provider equipped with oxygen, an Automated External Defibrillator (AED) and EMT-Basic bag of splints and bandages. Additional personnel and equipment may be brought aboard on a case by case basis and may include a physician or physician assistant.

Q. What problems or challenges face today's CG aviation medicine programs?

A. Challenges facing Coast Guard aviation medicine include the increasing public expectation that the Coast Guard operates a fleet of high tech air ambulances instead of a multi-mission aircraft platform with EMT-Basic capability. In some areas, the public insists that the Coast Guard regularly transport ill or injured patients from resort islands or remote villages and are surprised to discover the limited medical capability aboard our aircraft. An important challenge is for us to manage expectations, stay focused on true mission objectives and plan for a sustainable capability.

Q. Anything further you would like to add about current programs?

A. The way ahead in Coast Guard Aviation medicine includes developing a cadre of officers that fly regularly and have the special skills needed to accomplish our missions. We are now requiring medical officers to attend formal courses in Combat Casualty Care, Medical Management of Chemical and Biological Casualties as well as Homeland Security Medical Executives Course and Joint Operations Medical Management. We are developing a standardized approach to how flight surgeons prosecute a request for MEDEVAC, and it is taught in the new Aeromedical Operational Problems Course taught at ATC Mobile as part of the Aviation Medicine Standardization program. An O-6 billet has been created for a senior flight surgeon to manage this standardization program and develop new chapters in the Aviation Medical Manual originally published in 2004. It is an exciting time to be in Coast Guard aviation medicine. Perhaps we can revisit this topic in a future Pterogram.

Thank you very much, Doctor. Maybe next time you would like to discuss plans, hopes and dreams for the CG aviation medicine programs of tomorrow. We'll be looking forward to more of your perspectives. In the meantime, thanks for your sharings and for being an important member of Team Coast Guard Air.



COAST GUARD AVIATION ART

Here is a dimension of Ptero involvement in the important and lasting role of art in the preservation and display of CG aviation history. See pages 18, 20 and 23 for other sources of art depicting Coast Guard aviation.

Several years ago members of the Coast Guard Academy Class of 1962 invited the Ancient Order to join them in their effort to provide a series of historical murals and paintings. These original works of art will be placed in a new reading room to be constructed at the Academy. Additional details and samples of some of the paintings can be seen at (<http://uscga1962.org/mural/booklet/intro.htm>).

Many Pteros viewed this as an opportunity to see CG aviation "on the walls" of the Academy more than in the past knowing as well that future viewers of the art will include not only Academy cadets and graduates but also, through leadership and other programs, many Direct Commission officers, Officer Candidates and senior enlisted personnel as well, not to mention parents and friends, etc.

After numerous negotiations with the sponsoring class of 1962, and the enthusiastic support of the Superintendent and his recent predecessors, we agreed on behalf of the Order to provide two paintings highlighting major rescues by aviation forces.

The first of these two paintings depicts the Olo Yumi rescue and honors the thousands of CG personnel involved in the historic operation in which more than 125,000 Cuban refugees crossed the Strait of Florida during the Mariel Boatlift of 1980. The painting will be presented at festivities during Academy Homecoming activities in 2007 and will hang at a temporary location until the new area is ready.

A second painting will be commissioned in 2008 and will focus on aviation operations during Hurricane KATRINA in 2005. It will honor all CG aircrews who rescued the many thousands of people in that historic event.

Our thanks to Ptero George Krietemeyer, Aviator 913, who contributed to the above background and who, as past president of the Ancient Order helped manage the process from vision to negotiation to selection of a painting focus to selection of the artist and leading to the final painting...BZ, George!



See the back cover for a **color** image of this fine piece of art and below for how to order a print.

On May 17th, 1980, Coast Guard pilot LCDR Paul Ibsen [Aviator 1493] and his HH-52A 1455 helicopter crew, LT Bob Hallock [Aviator 1663] and AD3 Ken Marks, were deployed aboard *CGC COURAGEOUS* during the massive CG effort to protect refugee vessels and support immigration control efforts during the Mariel, Cuba to Key

West, Florida mass exodus. During the five months of this operation, 102 Coast Guard Cutters and boats, 19 Navy ships and patrol boats, Navy and Marine Corps aircraft and 99 Coast Guard aircraft from 15 air stations participated in this massive effort. Ibsen flew solo that day with Marks as crew and a corpsman from *COURAGEOUS* to monitor dozens of overloaded boats transporting hundreds of Cubans sailing up from Mariel to Key West. In late morning, Marks spotted the bow of a vessel sticking out of the water with a large number of people in the water. Overloaded, the motor vessel *OLO YUMI* had swamped in the 6-8 foot seas produced by a sudden squall line. The helicopter crew observed survivors desperately hanging onto the boat and other debris. Not all wore lifejackets. Ibsen determined to hoist as many survivors as the helicopter's available power would allow, and Marks expertly manipulated the rescue basket to get them into the helicopter. When the eleventh arrived at the helicopter door, the hoist burned out. Ibsen headed back to *COURAGEOUS* as three additional helicopters arrived on scene. *COURAGEOUS* and *CGC VIGOROUS* had sped to scene and lowered boats to complete the rescue of 27 people. Of the 52 people in *OLO YUMI*, 38 were saved.

If you were involved in the Olo Yumi case or any part of the Mariel operation or want to provide a memento of other CG air experiences for family or a local library, consider ordering a print of this painting.

Color Prints 22" x 22" are available at \$28 each (\$40 each after October 15th, 2007) plus \$2 for each additional print. Shipping and Handling is free for the first print, \$2 each for additional prints. Mail your check made out to Class of 1962 Endowment Fund to Bill Plage, Hartford Fine Art & Framing, 80 Pitkin St., East Hartford, CT 06108.

Contact Bill Plage at (860) 528-1409 with questions for for any framing options.



More Art

Ptero Billy Richardson, Aviator 745, a prolific creator of aviation art, is a member of COGAP, the Coast Guard Air Program. Here are just a few images of his work. Color prints of these and other paintings featuring CG aircraft, old and new, will soon be available on line at

www.centerlineprint.com.

In the meantime, reach Ptero Billy at 202 Dogwood Trail, Elizabeth City, NC 27909 or ljrber@roadrunner.com



A ROOST IN HAWAII...

came close to being approved at the 2007 business meeting (see the roost report in these pages). A gathering to the islands in the future would be a first for the Ancient Order. Some argue that the cost and distance are not insurmountable given time for advance planning. What do you think? Let your Executive Board know your thoughts, especially if you would consider joining a roost in the land of pineapples, volcanoes, etc.



REMEMBERING THE CREW OF HU16E 1240

by Commander Marty Kaiser, USCG (Ret.), Aviator 753

As Sitrep 2-07 was going to press, a ceremony to honor the fallen crew of HU16E 1240 was about to be conducted. Ptero Marty Kaiser was present and filed this report...Ed]

On May 29, 2007 at CG Air Station Clearwater, the unit Officers and Crew, distinguished guests and family members paid tribute to the six members of the crew of HU16E CGNR 1240 who perished on the night of March 5, 1967 while on a rescue mission in the Gulf of Mexico. A memorable ceremony included the dedication of a beautifully designed and constructed site in which is centered a 30 inch square bronze plaque describing the lost personnel and their mission four decades past.

That night, a distress call from the 40 foot yacht *Flying Fish* taking on water 20 miles East of Appalachicola, Florida, brought HU16E 1240 piloted by LT Clifford E. Hanna and LTJG Charles F. Shaw with crewmen AD1 Ralph H. Studstill, AT1 Eckley M. Powlus Jr., AT2 James B. Thompson and AT3 Arthur L. Wilson into the air from CGAS St. Petersburg to assist. After reporting having located *Flying Fish* in the fog and dropping a dewatering pump with near pinpoint accuracy, the aircraft tragically dis-



appeared into the night. An exhaustive 13-day search turned up only the remains of three of the crew. Location of the aircraft wreckage remained a mystery until the wreckage discovered by a sport diver in July, 2006.

The identity of the aircraft was subsequently confirmed. No human remains or personal effects were found. The Foundation for Coast Guard History and our Association, in recognition of the dedication and sacrifice of the aircrew, jointly sponsored and funded the manufacture of two bronze plaques to memorialize the crewmembers. One plaque was to be placed on a site at CGAS Clearwater and the other underwater at the wreckage site.

At 1300 hours on May 29, CGAS Clearwater Commanding Officer, Captain (Ptero) Michael Emerson, welcomed the guests, families of the deceased crewmembers, and area retirees to a ceremony next to a newly constructed Memorial Garden. Posting of Colors, the National

Anthem and USNR Chaplain Wildhack's invocation preceded Coast Guard Seventh District Commander and Ancient Albatross, Rear Admiral (Ptero) David Kunkel who presided over the dedication ceremony.



Front Row L to R: CAPT Emerson, RADM Kunkel, Congressman Young, VADM Thorsen, CDR Wildhack

Rear Admiral Kunkel announced designation of the wreckage site as an underwater grave site not to be disturbed by anyone in the future. Ptero Vice Admiral (Ptero) Howard Thorsen, USCG (Ret), representing the Foundation for Coast Guard History, described how quickly the events leading up to the ceremony had evolved and of the cooperation between the Foundation and our Coast Guard Aviation Association. Congressman C.W. Bill Young, Florida 10th Congressional District, addressed the assembled crew and



guests, offering some very nice things about the deceased crewmembers and the Coast Guard in general. Congressman Young then presented the members of each of the deceased men's families with U. S. Flags that had been flown over the Capitol in Washington D.C. along with Certificates of Authenticity. Our association was represented by several members including President Mont Smith and Mrs. Smith.

The moving ceremony continued with wreaths being placed on either side of the memorial, one from the Officers and one from the Chiefs. Then, as each deceased crewmember's name was individually read and accompanied by the ringing of a ship's bell, a member of the CGAS crew placed a red rose on the memorial.

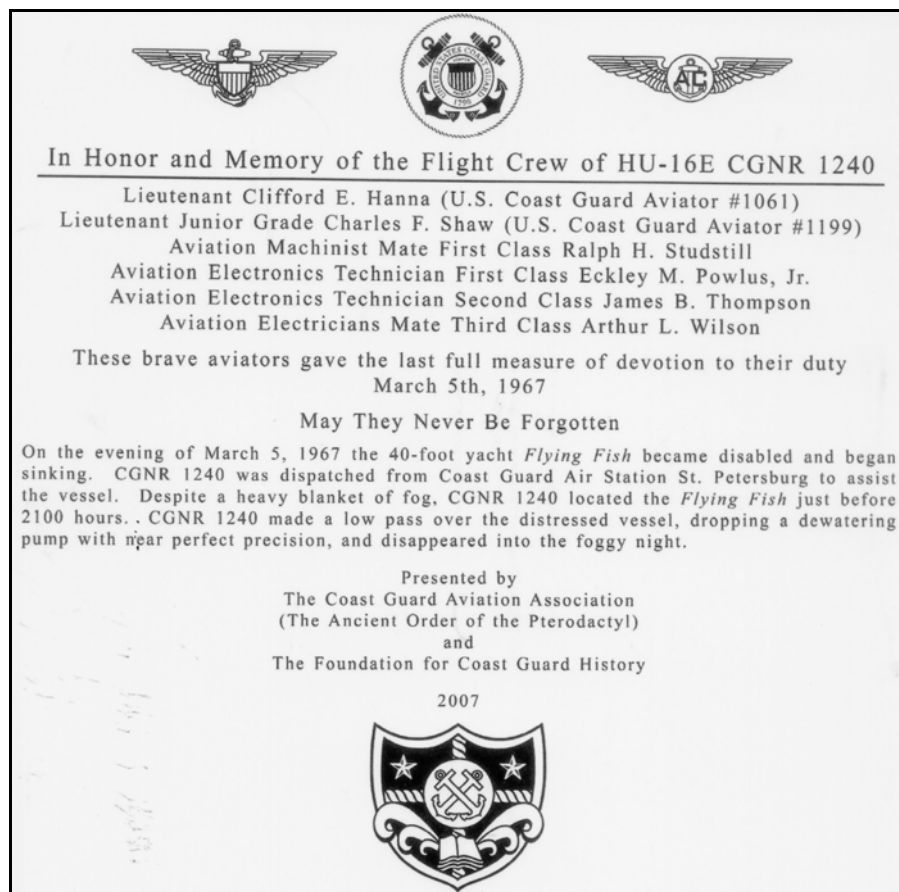


Two kilted pipers played Amazing Grace, the colors were retired, and after the benediction, an informal reception was held.

The second plaque was later fixed to a 5000 pound concrete buoy sinker and on June 18 transported to the wreckage site onboard CGC *JOSHUA APPLEBY*, WLM-556, accompanied by CGC *SEAHAWK*, WPB 87327.

JOSHUA APPLEBY placed the memorial plaque at the site in 59 feet of water with supervision and documentation by members of the Florida Fish and Wildlife Conservation Commission and Florida State University Underwater Crime Scene Investigation dive teams. Family members of the deceased crew observed from *SEAHAWK*. *SEAHAWK*'s crew executed a three-rifle volley and performed a wreath laying ceremony to honor the fallen aircrew.

PA3 Sondra-Kay Kneen, at the marine ceremony recorded the following remarks by Richard G. Powlus, brother of deceased crewmember AT1 Eckley M. Powlus, Jr. "I told my brother I loved him today, I don't think I ever told him that when we were young. The Coast Guard showed great respect. I thought the ceremony was appropriate and showed concern and compassion. It gave closure to the family."



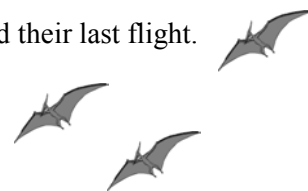
AN IMAGE OF THE BRONZE PLAQUES

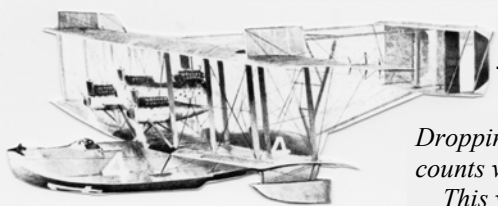


TAPS

With regret, we report that the following members have recently logged their last flight.

Captain Richard V. Butchka, Aviator 1238
 Captain Donald H. "Doc" Luzius, Aviator 497
 Admiral Owen W. Siler, Aviator 515
 Lieutenant Commander Jack Weber, Aviator 139





MAIL

Dropping off this issue's mail is the U.S. Navy's NC-4, a **historic** aircraft on two counts well known to most Coasties but either unknown or ignored by many others: This was the **very FIRST** successful transatlantic flight in history (**May, 1919!**), & The pilot at the controls was our very own **Lieutenant Elmer Stone, USCG, Coast Guard Aviator Number ONE!**

Visit www.uscgaviationhistory.aoptero.org for other images & much history!

DAD'S DREAM

[Sitrep 1-07 included images of the fine painting "Dad's Dream" by artist Brian Snuffer and solicited information about the actual rescue mission. Here's a terrific response to that call thanks to Ptero Tom Maine, now CGAS New Orleans XO...Ed]

I noted on page 7 of the Spring Pterogram you were looking for info to fill in the blanks on the *DAD'S DREAM* rescue that artist Brian Snuffer captured so stirringly in his recent work. Here's as I recall the case from my perspective as CGAS Cape Cod Operations Officer at the time.

As the remnants of Tropical Storm Alberto accelerated away from the northeast US coast and into the North Atlantic in mid-June 2006, the storm went "extra-tropical." With most observers expecting it to dissipate in the cold waters off Cape Cod, it actually intensified rapidly and dramatically, with winds reaching hurricane force by the morning of 15 June. Passing just south of Nova Scotia, peak wind gusts of 75 knots were recorded on land at Halifax, with sustained winds offshore estimated to be in excess of 75 knots.

On the morning of the 15th, the First District Command Center received a report of a 406 mhz EPIRB distress signal in a position approximately 290 miles east of Chatham, MA (about 230 nm SSE of Halifax). This signal was also correlated to the position given by satellite phone from the master of

the S/V *FREE SPIRIT* reportedly in distress in 30-ft seas (the master had called his daughter that morning). CGAS Cape Cod was alerted and launched the ready HU-25 CG 2110 with a full load of fuel. A SAR equipped HH-60J, CG 6032, on a training mission was diverted to Yarmouth, NS to refuel and proceed to the scene. Because of the location of the case, RCC Halifax assumed joint SAR Mission Coordinator and also diverted a Canadian Forces C-130 from their Greenwood airbase.

Arriving in the vicinity of the last known position of *FREE SPIRIT*, the HU25 encountered winds gusting in excess of 90 knots, ragged ceilings below 1500ft, 3-5 mile visibility in rain showers, and observed seas of 30-35 feet. While searching for *FREE SPIRIT*, the HU-25 crew overheard a MayDay on Channel 16 from the S/V *DAD'S DREAM* reportedly taking on water with a crew of 3 about 35 miles south of *FREE SPIRIT*'s last reported position. Now low on fuel and unable to divert farther offshore, the HU25 departed scene to refuel at Yarmouth. The Canadian C-130 remained on scene briefly to cover the HH-60J but soon also departed after encountering severe turbulence and 1/4 mile visibility. Due to the severe conditions and lack of fixed-wing cover so far offshore, the HH-60J was recalled to Yarmouth, and a replacement HH-60J crew was dispatched to Yarmouth via a second HU25.

After the storm abated slightly, HU-25 2110 launched toward the last position of *DAD'S DREAM* with HH-60J 6032 in trail. The HU-25 relo-

cated the sailboat whose skipper reported they were taking on water fairly rapidly due to holes in the hull caused by their main generator, having broken free of its mounts. The HU-25 precisely dropped a dewatering pump in 40+-knot winds, but the *DAD'S DREAM* crew was unable to retrieve the trail line before it slipped overboard.

As darkness fell, HH-60J 6032 arrived on scene. Aircraft Commander LT Sean Krueger carefully evaluated the conditions (now 35-40 kt winds, seas 25-30 ft, darkness) and determined that a direct hoist would be impossible to the foundering sailboat. Rapidly approaching BINGO fuel [must leave scene due to low fuel], LT Krueger decided with his crew's concurrence that the survivors would best be recovered by having them enter the water one at a time for recovery by the Rescue Swimmer, AST1 Chuck Ferrante (whose handsome mask-covered mug is captured for posterity in Mr. Snuffer's painting). Using Night Vision Goggles and with copilot LT Tim Williams backing him up and closely monitoring fuel state, LT Krueger maneuvered the helo close astern the darkened vessel. One by one, and on cue from the flashing hover lights of the HH-60J, the *DAD'S DREAM* occupants jumped into the mountainous seas. Flight Mechanic AMT2 Matt Talton skillfully delivered AST1 Ferrante through the dark and between waves to secure each survivor, quickly hoisting them into the helo. As each cold and wet survivor



reached the door, AST3 Nick Mills, a second swimmer on the flight, evaluated them and began treating injuries including moderate bleeding from the first survivor who had gashed his head and neck as *DAD's DREAM* was tossed about earlier in the day.

As the last survivor was recovered, LT Williams announced BINGO fuel and the crew quickly secured the cabin for the 200+ mile-transit back to Yarmouth. After delivering the survivors to awaiting EMS crews at Yarmouth, the exhausted helo crew refueled their helo and entered crew rest in anticipation of a first-light search for *FREE SPIRIT*.

Sadly, despite a monumental multi-day search effort involving HU-25s and HH-60Js from Cape Cod, C-130s from Air Station Elizabeth City and Canadian Forces Greenwood, P-3s from NAS Brunswick, CGC SPENCER and Canadian CG Ship EARL GREY, covering some 15,000 square miles, no trace of *FREE SPIRIT* was ever found.

I hope this fills in some of the Dad's Dream blanks for Pteros and other interested readers. I think they and we can be justifiably proud of the actions of all the aircrews who did their best to uphold the many decades-long tradition of operational excellence established by those who have gone before us in Coast Guard Aviation. Semper Paratus!

Ptero Tom Maine
CDR, USCG (Ret.),
Aviator 2838



A PTERO AND A COMPOUND HELO

[Earlier this year, Piasecki Aircraft for the first time flew the X-49A experimental compound helicopter. Ptero Richard Jackson, CDR, USCG (Ret.), CG Aviator 2733, just happened to be along for the ride as second pilot. How that happened

and just a little about the concept was shared recently in emails from Ptero Jackson. Here are some excerpts. This material, limited much more by our space than the technical know-how of our correspondent and others, will probably prompt some questions and hopefully some interest...Ed]

I first spotted this compound helo concept as part of some grad work in the '80's. I was an Air Force pilot then before the direct commission to the CG. When working on the MH-68A Stingray in HITRON, I made a visit to Piasecki Aircraft Corporation and was welcomed like a friend of the family.

On retirement, I took a job with AirScan in Kosovo flying tac recon, ran my own consulting side business, took an 18 month assignment for AirScan flying Tac Recon in Iraq (great mission, people, and job - at one point there were 5 retired/former Coasties there!). While on my last tour, I received a call from John Piasecki asking if I would be interested in flying as second stick for the phase I flight tests of the X-49A Speedhawk, a modified YSH-60F.

The concept is based on a successful earlier concept of ducting a prop and directing the thrust for anti-torque or propulsion. Very solid concept. The first flight went as predicted, and the aircraft flew very well.



The tail mounted variable-thrust ducted propeller replaces the tail rotor and provides thrust for forward flight, while the wing unloads the rotor and allows the helicopter to fly faster.

Ptero Rich "Snake" Jackson



BERMUDA HISTORY

I am an Aviation historian writing a book on the history of aviation in Bermuda. I would like to hear from any USCG personnel who served at the CG Air Detachment there from 1952 to 1966 and have tales to tell and memories to share. I will also welcome seeing any photographs of the aircraft for possible inclusion in the book.

The Bermuda Air Detachment started operating from the Naval Operating Base in 1952 with three PBM Mariners and a JRF Goose. Around 1955 P5M-1G Marlins arrived followed by HU-16E Albatrosses in 1960. The Detachment relocated to Kindley Field in 1963 and in 1966 was closed when responsibility for Coast Guard operations around Bermuda was transferred to Elizabeth City.

Please contact me with details of your Bermuda experience. Thank you.

Tom Singfield
25 Chennells way, Horsham, West
Sussex, RH12 5TW, UK
tom@singfield.freemove.co.uk

[Members, please copy our Association Historian, Bear Moseley, with Bermuda details... jmoseley@comcast.net...Ed]



DID YOU KNOW MY DAD?

[We recently received a request for information about the late LCDR Charles W. Schuh, CG Aviator 90, CG Academy class of 1939, from his son who was in the womb when his dad died in 1948 in an aircraft accident. Through emails we were able to provide some links to classmates and shipmates...Ed]

...I would like to hear from/speak with anyone who has knowledge of my father. Thank you.

C. William "Bill" Schuh, Jr.
2513 Perring Woods Rd
Baltimore, MD 21234
(410) 627-4639
FAX (410) 665-2620
cwschuh@yahoo.com





Aviation Technical Training Center Honor Graduates



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

Honor Graduate

AMT3 Peter Hemstead, Jun., 2007
AET3 Robert Barnette, Jul., 2007
AET3 Jessica Pfau, Jul., 2007
AST3 Craig Powers, Jul., 2007

Assignment

Savannah
Barbers Point
San Francisco
Sitka

Honor Graduate

AMT3 Jaime Trout, Jul., 2007
AET3 Amanda Smith, Aug., 2007
AMT3 Michael Hill, Aug., 2007
AST3 David Dobias, Sep., 2007

Assignment

Mobile
HITRON
C130 APO Eliz.City
Clearwater



NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

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

Congratulations and Welcome Aboard!!!

CG Aviator Nr.

3887 John Filipowicz
3888 Kimberly Hess
3889 Jason Reeder
3890 Samantha Whitten
3891 Ace Castle
3892 David Chapman
3893 Ryan Hawn

Assignment

San Diego
Clearwater
North Bend
Los Angeles
Corpus Christi
San Francisco
San Francisco

CG Aviator Nr.

3894 James Morrow
3895 Zachary Mundy
3896 Simon Greene
3897 Andrew Greenwood
3898 Christopher Young
3899 Andrew Paszkiewicz

Assignment

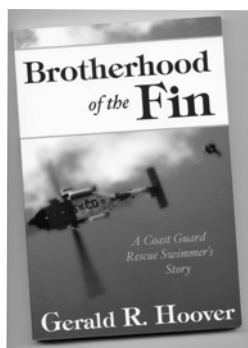
Clearwater
Opa Locka
San Diego
Mobile
Detroit
Barbers Point



Good Reads... (reviewed by ye scribe)

BROTHERHOOD of the FIN *A Coast Guard* **Rescue Swimmer's Story** by Gerald R. Hoover, AST1, USCG (Ret.)

After reading this book, my first thoughts in preparing to write about it included trying to identify catego-



ries of readers who might NOT find it of interest. Just a few seconds were needed for me to conclude there aren't any. At least, it is hard for me to imagine a reader who will not be captured by this true tale full of exciting stories of high drama and heroism.

Pterodactyls and their families,

friends and neighbors *should read* Brotherhood of the Fin. The book will make a great gift for others, including libraries. Only a few pages will convince any reader that this author knows his stuff. As one of the very first Coast Guard rescue swimmers, he has "been there, done that" many times over (and under!).

Ptero Jerry, in 178 pages, has chronicled personal experiences along with some of his brotherhood's from their exhausting training to night time rescues in



stormy seas far offshore to uniquely challenging urban rescues in the wake of floods and hurricanes. Hang on wire with a swimmer, smell the salt, hear the helo's whine and feel the wind and spray.

If you pick up "...the FIN" on a beach in the sun, smear on plenty of goop for you won't want to put it down. You can find it at the Ptero Store and also on Jerry's website (www.Thebrotherhoodofthefin.com) where you can also contact him.



MAYDAY! MAYDAY!
A Coast Guard Rescue
by Chris L. Demarest

Here, readers, is a children's book, yes, children's book, worthy of every home and library. Readers, do you have children, grandchildren, a school or public library nearby? This beautiful hard bound and jack-



The author is a member of CO-GAP, the Coast Guard Art Program, a recognized author-illustrator of children's books and a member of the Coast Guard Auxiliary. His forty pages of "Mayday! Mayday!" tells a rescue story that from nose to tail could be a true one. The story is told in rhymed verse with page after page of wonderful paintings in color depicting the various stages of a helicopter mission. The opening verse, "A thirty-foot yacht, adrift well out to sea, sends, 'Mayday! Mayday! Mayday!'"

etted 9" x 12" book is advertised for ages 4 to 10 years. This Ptero would say 4 to 100 years for an absorbing read and assessment. What a gift!

Mayday! Please respond to our plea," is set against a two-page-across illustration (a painting!) and is followed by verses and paintings depicting the mission evolution to a successful conclusion with the rescued warm, dry and safe and the Jayhawk back home being refueled for the next call.

The author credits CGAS Cape Cod for cooperation and includes an actual photo of a Cape Cod Jayhawk crew as well as wonderful schematics of a Jayhawk, a Rescue Swimmer and a Flight Crew Member with equipment labels. Coloring material for the toddlers. Reading material for the bit older. Super educational stuff for the oft unformed American citizen.

Check retailers on line or stores.



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 \$ 200 (includes a Ptero Pin)

☐ Annual Membership \$ 15

☐ Ptero Ball Cap \$ 20 (includes postage)

☐ CG Aviation History Book \$ 50 " "

☐ Book: *So Others May Live* \$ 25 " "

☐ Ptero Bumper Stickers \$ 3

☐ Ptero Patch, 4 inch \$ 8

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

Total Enclosed:

\$

92007 Please make copies of this form and pass it on.

Please check all that fit:

☐ 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 how-can-I-help info!

MAIL TO:

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



Mail Page 20



Pages 15, 16



Page 21



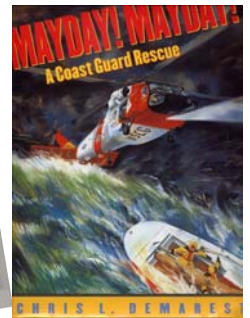
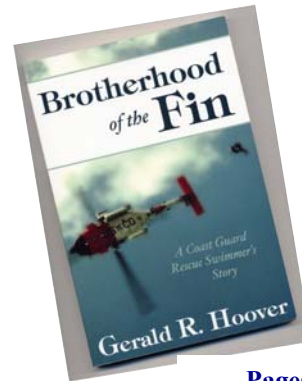
Page 17



Page 20



Page 14



Pages 20, 21



Pages 18, 19



Roost Report Starts Page 3

The Ancient Order of The Pterodactyl
P.O. Box 222905
Chantilly, VA 20153-2905

Address Service Requested

NON PROFIT
ORG.
US POSTAGE
PAID
SEATTLE, WA
PERMIT # 1441

