



PTEROGRAM

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

Sitrep 3-08 Fall 2008

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

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REMEMBERING SHIPMATES AND THEIR FAMILIES FIRST

This Sitrep includes an extensive report on the great roost of 2008 and also many words and photos reporting on and celebrating successes of Coast Guard aviation history, positive actions of today and promises of tomorrow.

However, we begin here on the first page to remember what is most important. Before turning these pages, take a moment — another moment if you already have — to think about the crew of HH-65C 6505 who gave the ultimate sacrifice during a rescue training mission in Hawaii on September 4, 2008. Think about CDR Tom Nelson and LCDR Andy Wischmeier and PO1 Dave Skimin and PO2 Josh Nichols and their wives and their children. Think about how we and you can help the families of Tom and Andy and Dave and Josh. Thank you for your thoughts which, as we write this, we are sure will have already filled many of your hearts before you picked this Sitrep out of your mailbox.

Our association, in actions at the 2008 business meeting, committed \$5,000 from our modest accounts to a fund for the support of the families of the 6505 crew. We encourage the membership to donate individually and voluntarily to this effort. There are several easy ways to make a tax deductible charitable donation without compromising individual privacy as to amount donated.

Now, please flip to page 23, the inside of the back cover, and see how to take advantage of this chance to assist these families TODAY, then enjoy the read.



DUES CURRENT ? — *Please CHECK YOUR MAILING LABEL*

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.

IF THE DATE READS June 2009, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE



Changes in dues were approved at the 2007 business meeting and became effective in 2008.
Check out page 23 for the renewal application and current dues.

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Enlisted Ancient Albatross

Pete MacDougall-ex officio



A Message from 1520 (CGAA/AOP President):

My dear colleagues:

Hello to all Pteros and welcome to our newest members! I am especially pleased to bring you a strong report of growth as we near the end of 2008. Our membership has swelled to 1,350 or so, we have a nucleus of growing support from the community of Rescue Swimmers, and our alignment with the Coast Guard senior leadership is more focused than ever.

We have signed up our latest sponsor, Turbomeca, and we look forward to more industry support. Mr. Don Trone, world renowned financial advisor (and former HH-3F pilot) who heads up the Coast Guard Academy Leadership Institute, has joined us and volunteered to help shape our future endowment fund.

Our net worth stands at about \$150,000 (not counting the significant philanthropic support of our sponsors). Our efforts in historical research have netted an archive of the first 50 aviators' letters, photographs, and awards.

CDR Joe Deer and AMTCM John Long of CG-711 (Headquarters aviation forces), under the leadership of Captain Mike Emerson, have mapped out a phased search and recovery plan for the Pritchard-Bottoms-Howarth crash site in Greenland.

Unit detachments and liaison with other agencies like ANA, Order of Daedalians, and Navy League are strong. Communications and media opportunities abound.

This year's roost in Astoria was another high water mark!

The only ingredient still in short supply is your active member volunteerism. Won't you give a little bit of your time to support one of our six "lines of activity?" History, Roost, Communications, Unit Support, Sponsors, Museums/Artifacts/Restorations...these are the lifeblood of our association.

I will close in solemn remembrance of the aircrew of HH-65C 6505. The Commandant said it well. "Our hearts are breaking with the loss of our shipmates, but in our loss, we know, understand and celebrate the lives of Tom Nelson, Andrew Wischmeier, David Skimin and Joshua Nichols." Amen.

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.

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Taps

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

Daniel S. Bishop, P-2576

Robert E. Emerson, Aviator 491

LeRoy Lander, Aviator 653

Frank N. Piasecki, Honorary

Gale H. Weaner, Aviator 354



ANCIENT ALBATROSS CHANGE OF WATCH

By Ptero Steve Goldhammer, Aviator 1207



*ADM Allen presents RADM Kunkel
with retirement mementos*

It was a beautiful, but hot (99°F, like flying a Goat at the Jetport in Miami), Coast Guard day at Air Station Elizabeth City on 26 June for the witnessing of an Ancient Albatross Change of Watch presided over by ADM Thad Allen, our Commandant and Honorary Ptero.

Ptero RADM Dave Kunkel, Ancient Al 20 and Aviator 1726, was relieved by Ptero VADM Vivien Crea, Aviator 1820, her vintage leader flying helmet adorned by a pair of beautiful diamond C-130 earrings.



The big coat is transferred

After a short intermission, the ceremonial egg passing ceremony was followed by RADM Kunkel's very moving retirement ceremony. He rendered a poignant tale of his humble beginnings. He plans to retire to Allentown, PA.

The events brought a wonderful and nostalgic reunion of numerous Pteros. Some of the many notables in attendance were four former Ancient Al's, RADM Deese Thompson (#10), VADM Howie Thorsen (#13), VADM Dick Herr (#17), and RADM Jim Olson (#19). Also present were our first Enlisted Ancient Al, Ptero ADCM Jim Woltz and our current Enlisted Ancient Al Ptero AMTC Pete MacDougall (#8).

Incidentally, this typically well orchestrated multi-mission Semper Paratus gathering of Coasties and supporters also included advancement of Ptero MacDougall to to E-8 (Senior Chief Petty Officer) by the Commandant, ADM Allen. See photo below.



The gathering was honored to have the current Ancient Mariner, VADM Bob Papp, also in attendance along with the current Enlisted Ancient Mariner and more than a dozen other flag officers. RADM Kunkel pre-

sented a set of engraved USCG wings to the air station junior pilot so he could vicariously continue his CG flying career.

Some of ADM Allen's remarks included:

"I'm not sure she's too fond of the 'ancient' part."

"I can't think of two finer aviators that we can recognize."

"When sailors die, the Albatross carries their souls to heaven."

"The Ancient Albatross is more than a tradition; it transcends these goofy outfits."

"You've been a source of inspiration to C.G. aviation; now I expect you to be a source of fashion."

RADM Kunkel's significant one-liner's:

"E-city, the home of the red-ragger's."

"In 1971 I worked in the Public Affairs office in Cape May as an E-2. That's when I had my first C.G. flight in my boss's private aircraft. I didn't get sick and I caught the aviation bug."

"I was fortunate, but I was blessed."

"We no longer have nose-pickers, one-ragger's, tweets, etc. in CG aviation."

"You have to go out, but you don't have to come back' are words from the past."

"The Ptero egg may not have hatched, but the aviation community continues to grow."

"It's time to join the ranks of those who have 'been there, done that'."

"I didn't become the ancient one by being stupid."

"If I didn't have bad luck, I wouldn't have any luck at all."

"Retirement is looking better and better every moment."

"That's my story, and I'm sticking to it."

"May the force be with you."

"My best to you;
Semper Paratus!"

VADM Crea's zingers:

"Things go a lot slower when you get old; now I understand, Dave."

"I've looked forward to this day with humility, honor, and dread; dread due to observing many rivers of perspiration shed by previous Ancient Al's wearing their garb."

"I'll keep this short, or else I will die."

"So many flight suit colors; what's a girl to do?"

"Everything I ever learned about flying, I learned in kindergarten."

"I was born to be an albatross."

"Dave, you're the red-ragger who healed the breach between ops and engineering."

VADM Crea proffered some lessons learned over her flying career:

1. Know your craft
 - 1a. Know the rules of aviation & meteorology
 - 1b. Practice, practice, practice
 - 1c. Learn from the helo bubbas; they beat the air into submission
2. Take care of your crew; listen to your Chiefs.
3. Make sure your landings equal your takeoffs; trust but verify.
4. Honor the mariner; make the guys tossing on the ship below part of your team.

VADM Crea was presented a painting of a Curtiss Flying Boat.

Ptero Howie Thorsen gave an overview of CG aviation history and the legacy of CG aviation pioneers.

Remarks by Ptero President Mont Smith, Aviator 1520, included his following words of wisdom which he introduced with his title —

"Why We Wear Wings"

"Occasionally, I pause to reflect on why my wings of gold mean so much to me. They were hard won. I yearned to fly at an early age.

"When I entered the service, there was no guarantee that I could earn admission to that very small percentage of people who were screened

and carefully selected to embark upon an aviation career.



Why We Wear Wings by Ptero Mont, Aviator 1520

"I remember the utter joy and relief when years of preparation, application, and hope were answered by the message to 'proceed and report' for aviation training. The training was then, as it is today, uncompromising because instructors were well aware that someday your life might well depend upon it. It instilled in us a high degree of self criticism and self discipline. Although we were all generally of the same aptitude and physical fitness, there were some who did not finish.

"The intensity of training mirrored the expectations of the training command; you needed to acquire the grit and resourcefulness to fulfill the ultimate Coast Guard mission. Morale and loyalty ran high because everyone was focused on the same goal... perseverance and strict adherence to procedures were the stock-in-trade.

"The worst possible event in training, and later in your career, was the loss of a friend and team mate, because it reminded you of your own potential vulnerability. You studied and worked harder than before, knowing the stakes were higher than you ever expected.

"Finally, the long-awaited graduation ceremony took place. You were filled with pride and emotion, surrounded by family and friends. When you received your wings of gold, you swore silently to yourself that you would always uphold the honorable tradition of those who had preceded you. You were joining a unique team, always ready to adapt to circumstances that often took you far beyond your training. You were always breaking new ground. That tradition is now nearly one hundred years old. It is replete with

stories of incredible airmanship, dauntless courage, unimaginable devotion to duty, and

deep convictions. You see it here today in the faces of young men and women who daily go about their professional duties...training, maintaining their aircraft, their equipment, and themselves in a state of perfection, ready always to answer the call...pilots, SAR aircrewmembers, rescue swimmers, and flight surgeons. Those are my brethren, and *that's why we wear wings*.

"And now, I ask you to join me in recognizing the individual who will be a symbol of our honorable Coast Guard Aviation traditions to the Coast Guard, our fellow Armed Forces, the American public, and a worldwide flying audience. Vice Admiral Vivien Crea, my longtime friend, with whom I once flew, and with whom I still share the great enthusiasms surrounding our profession, I welcome you as the newest Coast Guard Ancient Albatross."

Official festivities concluded, all retired for whistle wetting and... hangar flying.



"RE-E-E- P O R T" on the 32nd Annual PTERODACTYL ROOST

11-14 September 2008 Astoria, Oregon

by Aviator 744



This north-looking view from our hospitality space at Astoria, captured during the 2008 roost, sets the stage for our journal of the roost.

Some of us can say we "slept under a bridge" because our roost headquarters Holiday Inn Express rests nearly under the Oregon side of this four mile bridge to the state of Washington shown here in the distance across the mighty Columbia.

The bridge is also symbolic, some might say, in that last year's roost and this year's together represent a 'bridge' to a Ptero future of increasing involvement by and with active duty forces. Read on. We'll report, you decide.

Our stellar Astoria ground crew, drawing on experiences of past roost planners as well as their own considerable creative talents, laid out and executed a superbly organized gathering from takeoff to landing. The large and nicely appointed hospitality room was quite the multi-mission space - roost registration desk, social area with tables and chairs and beverage bar, exhibits of art, books, clothing and other items for sale or just viewing, professional displays on various subjects and on Friday and Saturday a site for absorbing audio-visual briefings. When registrants appeared to pick up their packets of roost materials, nametags, schedules, tickets, etc., they were not just handed a folder but also given a personal briefing by a flight-suited

host. Very classy.

Ptero Captain Peter Troedssen, commanding officer, CG Air Station and Group Astoria, and his people received many well deserved compliments every day. His planning 'ground crew,' led by LT Rob Potter, consisted of the following personnel:

LT Brooks Crawford
LT Kevin Rapp
LT Adam Davenport
LTJG Steve Drauszewski
LTJG Damon Thornton
SN Chris Gilbert
RADM Ed Nelson (Ret.)
CAPT Rod Leland (Ret.)
CDR Ron Larsen (Ret.)
CDR John Glen (Ret.)
LCDR Malcolm Smith (Ret.)
Auxiliarist Larry Kellis

Many other members of Team-Astoria, too many to mention, contributed as guides, cooks, servers, technicians, etc. Their time and talents were noted and are very much appreciated.



**Ancient Albatross #20 (Ret.) Dave Kunkel
receives roost check in briefing**



**Ptero Founder Norm Horton
& son Rob reviewing a "history book"**

More than 260 individuals passed through and lingered in the multi-mission hospitality area, many of whom took advantage of various tours and other activities on Friday, Saturday and Sunday. Designated Assistant Scribes were asked to file reports on various events, and their submissions, which follow here, will help us journalize this roost report. Thanks to Ptero "reporters" Bill Hall, Jeff Hartman, Jerry Mohlenbrok, Bernie Hoyland and Bill Meininger, for tour and golf coverage.

40-some members of the Historic Astoria and Lewis and Clark tour were treated to a bonus at their first stop, the Columbia Maritime Museum. Not only is the Museum spectacular, but the emphasis on the Coast Guard's role in the maritime region is dramatic. It was precisely this for which the Museum's Director, Jerry Ostermiller, in a surprise ceremony, was presented a Distinguished Public Service Award by VADM Vivien Crea, CG Vice Commandant (Ancient Albatross #21).

[below]



As our bus wound its way through the city, tour guide Rae Goforth, herself a longtime member of the CG family, demonstrated strong & entertaining knowledge of Astoria and the region.

The next stop was literally the high point. Traversing roads more suited for mountain goats, the bus took the group to the Astor Column. Towering 600 feet above the city, the view was magnificent. Unfortunately, at least for some of the brave souls, the Column was closed for repairs and the additional 125 feet couldn't be negotiated and appreciated. The group then traveled to Fort

Clatsop, named for an Indian tribe, and the 1805-1806 wintering location for the Lewis and Clark Expedition. A fitting end to a very enlightening tour.



The Astor Column

The wine and seafood tour was educational as well as tasty. We started with a trolley bus ride to the Cellar on 10th located in the Astoria Underground at the corner of 10th and Marine Drive. The owner of the wine shop, Mike Wallis, was very knowledgeable about Pacific NW wines. We had the opportunity to taste two whites and two red wines. Chris spoke of the different wine regions in Washington and Oregon. He said the Walla Walla wines have developed a reputation for quality but are on the spendy side. Two things we learned: good Chardonnay should be served at room temperature for full flavor, and the best wine closure is a glass stopper dipped in wax. *[Who said roosts were not learning events?]*

Following wine tasting, we walked to the Baked Alaska establishment which is a combination of high end kitchen supply outlet and a working cooking kitchen. The chef was Chris Holen from Wasilla Alaska who is in partnership with his mother-in-law who runs the outlet store. Chris prepared a delicious baked salmon with fennel. The salmon was a 10 pound Coho (Silver) caught in Young's Bay the day before. He demonstrated how to fillet the fish and then prepared it for baking. He said he preferred to serve it cold, however we didn't have enough time for the salmon to cool. It was delicious warm. While the salmon was baking, Chris prepared some Wilapa Bay steamer clams in Alaskan Amber beer. He also made a wonderful

Aioli (mayonnaise) for the Salmon. The recipe was: in a food processor add 3 egg yolks, a tablespoon of chopper garlic, the juice of two lemons, fresh dill (7 or 8 sprigs without stems), and 3rd press olive oil mixed half and half with canola oil. Pour the oil into the processor while running and you want it not too thick. He also added sea salt to taste. Refrigerate for an hour and serve with the cold salmon. *[Talk about learning stuff.]*

On Friday, whilst tours were being conducted and some roosting Pteros traded lies in the hospitality space, the Ancient Albatross, VADM Crea, was presenting more than a dozen Distinguished Flying Crosses at the air station. Fortunately, the unit is located only a few minutes drive from downtown Astoria so some roost-ers were able to make it back and forth without missing much.

Later on Friday at the air station, CDR Joe Deer and Master Chief Petty Officer John Long, both from CGHQ presented a briefing on a unique effort by the Coast Guard aimed at taking advantage of ice melt in Greenland to locate and hopefully recover remains of a CG pilot and crewman and their rescuee all of whom died during a 1942 rescue mission. Flights have been and will be conducted in the effort to "bring home our own." This is a fascinating tale which we will be hearing more about. CDR Joe and MCPO John repeated their excellent briefing on Saturday in the hospitality space.

Friday's briefings in this same multi-mission space included two which were also very well presented and attended.

CGAA Ptero president Mont (Av 1520), with slides, provided an overview of our effort to examine, sift, sort, preserve and ultimately display historical data from the archived records of the first 500 CG aviators. He reported on the significant difficulties in obtaining access to the records and the labor involved in sifting through boxes of stuff rich with insights into how it was and how it went in the formative days of CG

aviation. Space here doesn't permit a satisfactory read of the details which Mont provided about just some of the early pioneers so we will seek opportunities to inform the membership in more detail in future Pterograms or other methods.



Mont tells tales of old

Mont was followed by a powerpoint presentation on the association's CG aviation history website by Ptero Gib Brown, Vice President for History. Gib discussed the site's development and content. He also mentioned the need for someone to take over management of the website and indicated he would provide the training necessary for someone to take on this important task. One only needs to have a computer and internet access. No other special skills or background are necessary.



Gib shares history preserved and displayed electronically

Our Cape Disappointment tour got underway a bit late on Friday afternoon as we had to wait for some folks to return from a morning tour. Finally, under gray and threatening skies, 38 of us were bused

to our first stop – the North Head Lighthouse across the Columbia in Washington State. Established in 1898 to aid ships traveling from the North who couldn't see Cape Disappointment Lighthouse, it continues in service today. We all had the opportunity to climb to the top of the 65-foot tall structure, and although visibility was limited, we all gained a better understanding of the important service that lighthouses provide.

After a brief visit to the gift and information shop, we boarded the bus and traveled the short distance to Cape Disappointment. The highlight there was the visit to the Lewis and Clark Interpretive Center which has a newly created exhibit detailing the Lewis and Clark expedition's trials, tribulations and ultimate triumph reaching the Pacific. After about an hour, we returned to Astoria with our guide providing additional bits of information about sights along the way including Station Camp, Ilwaco and the Columbia River and its important commercial role. All in all, it was a very informative and enjoyable tour for all.



North Head Lt.

Cape "D" Lt.



From North Head Lt. looking south toward obscured Cape "D"

Friday was capped off with the very nice social at the impressive Columbia River Maritime Museum. Many simply boarded a trolley for transport. Others drove or walked. All

enjoyed food and drink, exhibits, docents, reunions, exhibits, reunions, food, drink, a few short speeches, food, drink, reunions, exhibits, etc. We cannot portray all the exhibits, several of which are CG related, but if you were not able to be at the roost but ever pass anywhere close to Astoria, don't miss the very special Columbia River Maritime Museum.

Saturday was another full day with more tours, professional briefs and golf.

On the latter, no reports were filed on scores, who won prizes. Weather should not have been an excuse because it was warm and sunny with dry grass and sand. We did receive the photo below and accept it as proof that would-be golfers did, at least, assemble on a golf course.

Why is this photo of 'golfers' so enlarged? One answer might be—why not? Another—the Ptero President and Treasurer are both kneeling. Best—we couldn't resist showing CDR Kotson's knickers and argyles.

The Shopping Tour was blessed with sunny, warm weather (warm at least for Astoria) and with a tour guide who was funny, knowledgeable, a Navy retiree and who understood the needs of those persons of the shopping persuasion. We

even did a little touring of Haystack Rock at Cannon Beach, along with dissertations on the dike-protected lowlands, of the architectural styles of the beach communities, and of the best restaurant for a clam chowder lunch (excellent, by the way).

We were dropped both at Cannon Beach and at Seaside in shopping heavens where the art work and items for sale were all first class. The pricing was touristy of course, but not a problem: we were shopping, not buying...OK, some were buying.

The multi-mission hospitality space was home to two more professional briefings on Saturday afternoon.

Commander Andy Dutton of CGHQ, formerly a CGAS Atlantic City pilot, shared some details of the Coast Guard's relatively new homeland security role in providing airborne protection for the U.S. Capitol area. Space can't do it justice here, but basically potentially threatening small, relatively low speed aircraft intruding toward/into protected airspace result in the 'scramble' of a CG HH-65 Dolphin helicopter with specially trained crews to intercept the 'target' for identity and communication purposes in consort with and hopefully prior to the necessity for other assets to employ destruc-



*Port to Starboard: Back Row: Sue Peterson, Bill Peterson, Dennis Parker, Jeff hamilton, Ron Larsen, Jim Olson, Marv Grier.
Front Row: CDR Jeff Kotson, Bill Meininger, Ben Stoppe, Mont Smith*

tive protective force. The CG pilots are trained in special, near aerobatic maneuvers and the helicopters carry sophisticated electronic boards to communicate instructions to the intruding aircraft. [See *Sitrep 2-08*, pages 11 and 12 for more on CGAS Atlantic City and this mission...Ed]



CDR Joe Deer and Master Chief John Long repeated, for the benefit of Pteros who were not at the air station on Friday, their excellent brief on efforts to locate and retrieve remains of the 1942 Prichard-Bottoms accident in Greenland.

As the end of a busy afternoon loomed, all scattered to prepare for the evening awards banquet.

Transport was provided for the 20 minute drive to the National Guard installation Camp Rilea where the Warrior Room was set for some 270 Pteros and guests. A unique and very interesting feature of the pre-dinner hour was an extensive display of CG original artifacts brought to us by collector Dale Nitz of "William C. Nitz Living History Displays."



This snapshot shows but a small portion of the Nitz "mini-museum"

See additional banquet photos on other pages. Following the beverage hour, we were called to tables by Ptero president Mont Smith, Aviator 1520, and the festivities began with

the presentation of colors, the national anthem and an invocation by Ptero Vic Primeaux, Aviator 1508.

Before calling for dinner to be served, Mont offered some introductions and expressions of gratitude and recognized the presence of the Enlisted Ancient Albatross, Ptero SCPO Pete MacDougall, and eight former Ancient Albatrosses, Pteros Herr, Kunkel, Larkin, Nelson, Olson, Robbins, Thompson and Thorsen. The reigning Ancient Albatross, VADM Vivien Crea, Aviator 1820, was unable to be present having been called back to Washington, D.C. on Friday to attend to Vice Commandant duties in connection with Hurricane Ike developments. Semper Paratus.

All were then treated to a fine repast followed by a full program of inspiring award presentations and remarks. The aviation maintenance, flight safety, and the fixed and rotary wing rescue awards were conceived and are sponsored by our association with recipients selected by the staff of the CG Commandant.

The maintenance and safety award recipients are association banquet guests and receive a presentation folio containing a description of the award history and a letter of congratulations from the association president as well as a citation in the form of a flag letter. Each member of the fixed and rotary wing crew selected for a rescue award receive a personalized mounted bronze medalion and a flag citation.

Award recipients were asked to come forward, and the citations were read by association Vice President, Ptero CAPT Paul Langois, CG-Ret., aviator 1954.

The Chief Oliver Berry Aviation Maintenance Award was presented to AMT2 Bryan Patrick of CGAS San Francisco who was selected for exceptional performance as a Primary Quality Assurance Inspector, Flight Mechanic Instructor and Watch Captain. His citation listed many examples of his superior

knowledge and expertise contributing to air station readiness. It should be noted that he was selected from an impressive list of nineteen outstanding nominations submitted by air unit commanding officers.

The Captain Marion "Gus" Shrode flight safety award was present to the CGAS Clearwater Safety Department, LT Rob Donnell, LT Josh Fitzgerald, LTJG James Bates and MST1 Jon Gebo. The department was recognized for superior performance and management of the aviation safety program with innovative information campaigns, training initiatives and general proactive approaches impacting positively on the air station safety. The members of the department also undertook valued efforts with service-wide implications including HH-60 hoist operations with different class boats, laser safety awareness and training for airborne use-of-force.

The Commander Elmer F. Stone Fixed Wing Rescue Award went to the CGAS Kodiak crew of HH-130H 1709: LT Steve McKechnie, CDR Paul Titcombe, AMT1 Shawn Callis, AET1 Kevin Duryea, AET3 Jason Maddux, AMT3 Corey Strobel and AMT3 Collin Spencer. They launched in mid November on one of those dark and stormy nights, very dark and very stormy. Words can hardly capture the difficulties, airmanship and success recounted in the citation so, trying hard to stay focused, we'll do our best to lift vital details from the citation.

An emergency beacon indicated distress 155 miles southwest of Kodiak. 1709, having just returned from a prior operation mission, declined refueling because of the new mission urgency and took off...en route, severe turbulence and fatigue battered the crew...no one could know if there were persons at risk, in the water, or how many...it was dark and very, very turbulent and stormy...despite occasional nausea due turbulence but with exacting navigation and airmanship a flashing

strobe light was sighted by the crew...a CG cutter was only 30 nautical miles away but mountainous seas and howling winds turned that distance into ten hours of likely transit...having prepared for the worst (persons in the water), the aircraft was maneuvered superbly and deployed a survival raft kit over the strobe light in 50 knot winds, 20 plus foot seas and continuous turbulence in darkness...other than the light, the crew could not see the vessel (which had sunk earlier) or any debris or other signs of distress...low fuel forced the aircraft to leave the scene and return to Kodiak, landing successfully under extremely challenging flying conditions to find that there had been only one occupant of the sunk vessel, he had been clinging to a "make-shift" life ring for ten hours, the raft kit dropped by 1709 entered the seas upwind of him and bumped into him...the survivor was subsequently picked up by another fishing vessel which 1709 had alerted by radio...not a fictional movie...**real, live, Semper Paratus!**

The amazing Coastie stories hardly end there. Next came the award of the Captain Frank A. Erickson Rotary Wing Rescue Award presented to another CGAS Kodiak crew for a different rescue at a different time in a different but also very dark and very stormy place. LT Timothy Schmitz, LT Greg Gederner, AMT2 Alfred Musgrave and AST2 Abram Heller were deployed aboard CGC MUNRO with the Dolphin helicopter HH-65C 6566 when a distress call from the fishing vessel ALASKA RANGER came in the wee hours. The March 23, 2008 sinking of the ALASKA RANGER in the Bering Sea conditions and the miraculous recovery of 42 of its 47 crew in horrible conditions were widely reported in media and are also the subject of the feature address at this awards banquet.

This cited HH-65 crew took off from CGC MUNRO under extremely limiting conditions for heli-

copter operations, reaching but not exceeding published limits by timing and expert airmanship, flew to the scene of the sinking of Alaska Ranger to find a mile of strobe lights of rafts and persons in the water in dark and windy and sleet and snowy conditions. Focusing on strobes furthest away from apparent rafts, they lowered rescue swimmer Heller into the Bering Sea and proceeded to load three survivors one by one into the helicopter. The tragic end to the fourth survivor is difficult to relate. He had apparently been in the water for hours, was hypothermic and delirious and fought the rescue swimmer's efforts throughout the attempt to hoist him to the safety of the helicopter cabin and due to his disoriented state and the substantial additional weight of water in his survival suit and despite valiant efforts of the helicopter crew, that survivor fell back into the water and did not survive. Efforts to recover him were unsuccessful as the crew moved on to the rescue of two others, then had to leave scene to return to a CGC MUNRO for a difficult recovery on the cutter's deck with five survivors. In addition, their rescue swimmer had to be left in the water to be recovered later by a CGAS Kodiak land based HH-60J helicopter crew, part of yet another different story about the sinking of the Alaska Ranger. From the citation: "...with the image of a man falling from the basket indelibly etched in their minds, the crew of CGNR 6566 rescue five mariners and sacrificed their own safety to [try to] save three more. That dark Easter morning, CGNR 6566 flew 4.67 hours as part of the largest cold water rescue in modern history."

Mr. Jerry Ostermiller, President of the Columbia Maritime Museum, then offered interesting remarks in an informative presentation on some of the unique features of the great Columbia River and its importance to commerce.

Next came yet another featured

highlight, a presentation by LT Brian McLaughlin, Aviator 3618, also of CGAS Kodiak. Brian was one of the pilots of the Jayhawk HH-60J helicopter that was also involved in the rescue of survivors from the fishing vessel ALASKA RANGER. "Also involved" is a huge, really huge, gross understatement. Brian, the other Jayhawk pilot LT Steve Bonn, Flight Mechanic Robert Debolt and Rescue Swimmer O'Brien Hollow were on detached duty at St. Paul Island in the Pribilof Islands in the Bering Sea north of the Aleutians when the ALASKA RANGER Mayday call came. Space here is insufficient to tell the story but much can be found in an extensive article in the July 2008 issue of Popular Mechanics where writer Kalee Thompson covers the case quite well with words and graphics, not only the part played by the Kodiak/St. Paul Island Jayhawk but the Dolphin from CGC MUNRO as well. Readers can look for that issue in libraries or through popularmechanics.com In short, the Jayhawk crew's performance was quite exceptional. They flew through the dark and really stormy stuff, coordinated with CGC MUNRO and the Dolphin and a nearby fishing vessel, located the scene, rescued a dozen mariners themselves returning them to the safety of CGC MUNRO, in a hover refueled from the cutter, communicated so well throughout that other survivors were recovered by the fishing vessel, etc., etc., etc.

LT McLaughlin related this story, no, these stories, factually with humor and reverence and projected images, with rapt attention by everyone in the banquet hall. Upon completion, the ovation he received was clearly a sincere expression of appreciation for his excellent dissertation, and for his performance in the rescues as well as all the others who participated in this extraordinary mission.

This terrific banquet flight was smooth, inspiring and eventful, and our pilot, 1520, guided our final ap-

proach smoothly and expertly. He first called on Ptero Captain Mike Emerson, Aviator 2799, Commandant's Chief, Aviation Forces, to speak on behalf of the Vice Commandant, Ancient Albatross Vivien Crea who, as reported on page 6, had been called back to D.C. for duty. Very briefly, notes of her remarks, delivered by Captain Emerson, conveyed inspiration with thoughts about coping with today's Coast Guard challenges and remembering the crew of Barbers Point's HH-65C, expressing sympathy for their families and appreciation for their service and reminding us that, thankfully, the interval between CG aviation serious accidents is greatly decreasing, that is, serious accidents are decidedly less frequent.

A final banquet event was the presentation to Mr. Ostermiller and the Columbia Maritime Museum of a beautiful painting by Mr. Brian Snuffer, well known artist and friend of the Coast Guard and Pteros.

With another awards banquet in the book, transport was provided back to the HQ hospitality area for more reminiscing and then some rest for yet another busy day to follow.

Alarms here and there awoke enough Pteros for a sleepy group to assemble over coffee in an air station hangar for our required business meeting on Sunday morning. The following read of the meeting will go a lot 'quicker' than the actual meeting. May it be accurate in the main.

Ptero Ray Copin read a list of CG aviation persons reported to have taken his last flight (with introductory remarks indicating the list includes, in keeping with a new tradition adopted at last year's roost, all pilots and crewmen whether or not members). With reverence, the list:

| | |
|-------------------------|-----------------------|
| <i>Daniel Bishop</i> | <i>Mike Baker</i> |
| <i>Arthur Crostick</i> | <i>Robin Starrett</i> |
| <i>Robert Emerson</i> | <i>Brian McCarthy</i> |
| <i>Kwang-Ping Hsu</i> | <i>Dick Wells</i> |
| <i>Richard Kerr</i> | <i>LeRoy Lander</i> |
| <i>Frank Piasecki</i> | <i>Dave Priddy</i> |
| <i>James Thach, III</i> | <i>Chris Weitzel</i> |

| | |
|---------------------|--------------------------|
| <i>Gale Weaner</i> | <i>Tom Nelson</i> |
| <i>Len Henell</i> | <i>Andrew Wischmeier</i> |
| <i>Ken Gard</i> | <i>David Skimin</i> |
| <i>Ernest Marsh</i> | <i>Joshua Nichols</i> |

Ptero Jerry Mohlenbrok reported on the 9 August ribbon cutting of the CG exhibit at the California Aerospace Museum supported financial by the association and individual Pteros. Vice President Paul Langlois represented us at the ceremony.

Secretary Cathie Zimmerman reported that we have 1,305 members, 749 of which are life members. 133 new members have come aboard since the '07 roost, 12 as life members.

Ptreasurer Ben Stoppe reported solvency with \$27,061.49 in bank accounts as of 9/5/08 and \$104,271.46 in the USAA Income Fund as of 7/21/08. \$15,000 is anticipated but yet to be received from corporate sponsors. Ben distributed a written accounting of current petty cash content and asked the Enlisted Ancient Albatross to confirm the presence of one lockwasher which the Senior Chief did, in fact, witness.

The subject of assistance to families of the perished crew of HH-65C 6505 in Hawaii brought a report that the Coast Guard Foundation's established fund for that purpose would be the best route for association and individual donations. It was moved, seconded and approved by majority vote that \$5,000 from the association treasury be committed to that fund. Electronic and printed communication to the entire membership will further the solicitation with specific instructions.

The Prez reported that Ptero Bear Moseley will be taking over Vice Presidency of the History Committee from Ptero Gib Brown who has requested retirement from that position. We are in need of a volunteer to relieve Gib of the maintenance of the aviation history website, now well established in its seventh year. Ptero Steve Goldhammer will relieve Ptero Ray Copin as Pterogram editor.

The Prez asked LT Rob Potter,

roost project lead, to come forward. It was announced that he would be awarded a life membership and the rest of his team two year memberships.

A box of accumulated lost items not yet found was shown which included a pair of reading glasses, a small camera and other things, so if you attended and are missing something maybe the box can be relocated.

Ptero Jim Olson stepped up to relieve Art Wagner in Detachment development and guidance.

The Prez mentioned that Ptero Terry Cross is our liaison with the Association of Naval Aviation for the Centennial of naval aviation coming up in 2011.

Mont took "Captain Cluck" from a box for all to see.



The word is that "Captain Cluck" first surfaced in Juneau nearly 40 years ago and has bounced around since starting out as a possession of Ptero Bill Bickford who gave up custody at least once but had it given back. Elgia Bickford recently sent "Cluck" to Mont for safekeeping. Mont, in turn, after displaying "Cluck," presented it to Ptero Mike Emerson for residence at CGHQ. Mike accepted possession with grace and good humor.

As time to end the meeting was fast approaching, the Prez reported that the only invitation for the 2009 roost was from Elizabeth City. He expressed several reasons why it would be good to gather there. Support will come from all the local commands, the Albemarle Museum, sponsors and CGHQ. It was moved, seconded and voted to roost next year at E.City.

Ptero Gib Brown rose to suggest that we evolve to gathering every other year in a central location.

With that the meeting was adjourned, and the rest of the morning was devoted to six excellent professional briefings. Each one may be the subject of a future article.

Captain Mike Emerson provided an overview of CG aviation operations and resources from his vantage as Chief, Aviation Forces.

ASTC Ron Tremain discussed CGAS Astoria's response to and activities during the storm that struck the northwest in December, 2007 [See pages 6 and 18 for related awards...Ed].

Captain Joe Baker, Chief, Aeronautical Engineering, discussed HITRON's transition from the Agusta MH-68 to the MH-65 Dolphin.

ASTCS Clay Hill of ATC Mobile described the development and routines of the Advanced Helicopter Rescue School.

Commander Joel Rebholz, Chief of Aviation Safety at CGHQ, discussed various aspects of risk management today.

Lieutenant Commander Russ Hellstern, HH-60 Deputy Branch Chief, described the Maritime Security Response Team.

With those outstanding briefings complete, it was time to open the hangar doors and prepare for what became a super cook out feast. Nearly 270 Pteros and guests lined up for grilled chicken, Dungeness crab and lots of trimmings. There was plenty to eat and drink and, not one, but two decorated cakes. The age range of attendees approached 90 years because LT Rob Potter's daughter MaKenzie was present at age less than one month.

During and after the fine picnic, tours were conducted of a visiting C-144.

And so, the 32nd annual gathering of the Coast Guard Aviation Association concluded, and the out of towners headed home. But it's not over 'til it's over so there's more.

Space won't allow all the photos taken by Auxiliarist Larry Kellis and other Pteros, but they will all find their way to www.Aoptero.org soon.

Finally, 48 hours after the roost, ye ancient lame duck editor received the following Email from an attendee. I labored to make space for it because of his very timely & important message...*Ray Copin, Av 744.*

Checking in at the roost hospitality suite 30 years after receiving my wings, a young helicopter pilot watched as I wrote my Coast Guard Aviator number on the roster. "Number 1781. Wow!"

I hoped the awe in his voice was imagining rescues I had made, but he could also be surprised that I didn't yet need a walker. I asked what his number was: 3951. Maybe I am as old as my gray hair indicates, since my number is closer to Elmer Stone's than to this new aviator's.

It was with some trepidation that I signed up for the roost. My post-Coast Guard career is going great, but while in the service, my strong convictions weren't always shared by those around me. However, it was obvious from the way I was greeted that our fraternity has been built on trust. We had to trust our lives to the person in the other seat, in the back, and in the hangar. And it worked. The 150 or so pilots at the roost had saved enough lives to populate a small city. What an extraordinary group we are part of

The history embodied by attendees is amazing. Looking at the various displays in the suite, I talked with an older gentleman who shared stories of the P5M Marlin before he transitioned to the Goat. Others flew HO4S, PBY, C123s out of Italy, the first CG C-130, test flying the first H52. One older crewman talked about times he had flown all day, fixed the airplane through most of the night, and flew the next morning's first light search, trying to keep alert for any sign of life in the unforgiving sea.

Later, a young pilot asked which aircraft I had flown. I'm not sure he even knew what a Goat was, had only heard of the H52, but he did connect when I mentioned the H65. My last Coast Guard flight had been fifteen years ago while he was in junior high school. Still, he was genuinely interested in what I had to say, soaking up everything in our short conversation. I came to realize that

the history in all former pilots and aircrew is important to keeping CG Aviation a heritage for staying professional and relevant in future generations. For instance, when people from the various programs made presentations, I took note of how measures implemented by my generation of aircrews were still being followed. As new programs are pushed onto leaders, they are taking the necessary time to develop new equipment and procedures, test them out at Mobile and other units, implement best practices in organized fashion, even when timeframes are very short! CG aviation still has the best, the brightest and the bravest. Many things are still the same: boats get into trouble in bad weather, air stations have a "can-do" attitude, and the teamwork we were all were part of is alive and well. Other things are different, Department of Homeland Security, armed helicopters, satellite communications, reliable navigation systems, and much more.

The Pterodactyl leadership is ensuring that roosts remain reunions but also more a professional conference of present and former aviators learning from each other. Active duty pilots were happy to hear of flights from the past and proud to share what is happening now. I was enthralled at stories of today's heroes, including the rescue swimmer who swam from house to house and inside houses during northwest floods last winter and also details how duty pilots intercept light aircraft that wander too close to our nation's Capitol.

Going to the roost was great for me: I was able to renew friendships, see where CG Aviation is going, and share histories. It was like visiting home. Everyone was delighted to see me, even those that said they would not have recognized me with my gray hair!

My logs show I was on crews that saved over 100 lives in the 12 years I flew operational missions. Assuming that a reasonable average for other pilots in attendance, 100 lives saved by 150 pilots equals 15,000 lives saved by this small group of CG aviation personnel.

Ptero Steve Hilferty

Thanks X 10⁶, Steve



Semper Paratus



The Roost Check In Briefing



Capt. Troedsoon, Av 2551

*Friday
Evening
Social
At the
Columbia
Maritime
Museum*



*RADM John Currier,
CCGD13, Av 1877*



Smith (1520) & Potter (3602)



Just some of the throng at the museum



*CDR Joe Deer, Artist Brian Snuffer,
& MCPO John Long*



*A happy couple at the museum
The Mark Lynch's*



*Another happy couple at the museum
Christina & Pete MacDougall*



*Bryan & Christina Patrick at a great museum exhibit
Only the water is not real!*



*Zooming in on the Patricks
(Bryan received the maintenance award)*



A few of the nicely decorated banquet tables for 8



*Founder Norm Horton,
Aviator 187,
warmly recognized
at the banquet*



*LT Brian McLaughlin,
Aviator 3618 speaks*



*Capt. Emerson, AMT2 Musgrave, LT Gederner, Mont Smith
(RW Rescue Award—LT Schmitz, AST2 Heller not present)*



*Capt. Emerson, AET3 Maddux, AMT3 Strobel, AMT3 Spencer &
AET1 Duryea (FW Rescue Award—LT McKechnie hidden &
CDR Titcombe, AMT1 Callis not present)*



*MST1 Gebo, LT Bates, LT Donnel, CDR Rebholz, Mont Smith
(Shrode Safety Award—LT Fitzgerald not present)*



*AMT2 Patrick, Capt. Baker, Mont Smith
(Berry Maintenance Award)*



*Capt. Troedsoon closed
the banquet with recognitions*



*Mr. Ostermiller accepting
the Brian Snuffer painting
From Capt. Emerson*



*LT Drauszewski & family
at the cook out
"Raise your right hand and repeat..."*

UNITED STATES COAST GUARD AIR STATION CAPE COD

by Lieutenant Commander Brian Hopkins, Aviator 3440A



CG Air Station Cape Cod, with three MH-60J "Jayhawk" helos and four HU-25 Falcon jets, is the only Coast Guard Aviation facility in

the northeast. We are responsible for the waters from New Jersey to the Canadian border. Centrally located at the Massachusetts Military Reservation on Cape Cod, the Air Station maintains ability to launch a helicopter and/or FW aircraft within 30 minutes of a call, 24/7, in nearly any weather condition.

History - The air station is rich in history with roots dating to 1925 and the first operational CGAS at Gloucester, MA. After migrating to



Salem in 1935, the unit was officially designated on October 21, 1944 as the first U.S. Air Sea Rescue Unit on the eastern seaboard. Following the addition of Air Detachment Quonset Point, RI as a subunit in the 1950's, the CG eventually sought an alternate site from which to combine its fixed wing and emerging rotary wing capabilities. In 1968, the DOD authorized the use of Otis Air Force Base on Cape Cod, MA. On August 29, 1970, Air Station Cape Cod was born.

Operational Capabilities - While providing the 1st Coast Guard District with search and rescue support, the unit has added Airborne Use of Force and Vertical Insertion to its rotary wing capability. Aircrew are designated as Aviation Gunners and trained to fire weapons from the aircraft if needed in a Law Enforcement/Homeland Security mission. Vertical Insertion enables a crew to begin pre-planned law enforcement missions by rapidly deploying a boarding team to a vessel using "Fast Rope" techniques, limiting time overhead and exposure of the crew to hostile intent.

On the fixed wing side of the house, the HU25 Falcon augments District 7

and the Joint Interagency Task Force East during routine deployments throughout the Caribbean, entering air station crews directly into the center of CG Migrant and Drug Interdiction.



Combine these challenges with the Living Marine Resources, Environmental Protection and Aides to Navigation missions, air station crews are exposed to a wide range of CG missions spanning 2000 miles of shoreline, including the ports of Boston, New York, Portland, ME, New Haven, CT and Providence, RI. An average air station year involves 250 SAR cases, 51 lives saved, 50 medical evacuations and otherwise assisting 90 people in distress.

Support Activities - As DOD tenants of Otis Air Base realigned over the past 30 years, CG presence on the base continued to grow, emerging in the early 2000's as the largest active duty military representation on what is now known as the Massachusetts Military Reservation. The air station commanding officer fills a dual role, commanding the CGAS while also serving as "Mayor" of CG housing and support services. While the air station is the 3rd largest CG physical plant, it compares more to a major support command than a traditional air station. Other CG units on the reservation include the CG Northeastern Regional Fisheries Training Center, Electronic Support Detachment Cape Cod, Marine Safety Detachment Cape Cod, Communications Station Boston, Atlantic Area Armory, Port Security Unit 301 and the CG Investigative Service. In all, over 520 CG personnel call the reservation home. In addition, the air station provides world class medical support to all tenant DOD agencies at Kaehler Memorial Medical Clinic. Providing medical, dental and pharmaceutical services,

Kaehler Clinic was recently recognized as the CG's Health Care Facility of the year for 2007.

BRAC Impact - In 2005, the Otis Air National Guard Base was greatly impacted by the Base Realignment and Closure Act redistributing F-15's from the 102nd Fighter Wing and redesignating that unit as an Intelligence Wing. This historical event brought new opportunities, additional challenges and a CG first, as the air station assumes full responsibility for airfield operations beginning 1 October 2008, transforming the cold war vintage Air Force Base into a 100% operated Coast Guard Air Station. What does this mean? All operational aspects of maintenance, approach lighting, tower operations, weather forecasting, NAVAIDS and snow removal will be owned and managed by Coast Guard personnel. This process began with the hiring of former ATC Mobile commanding officer Captain Kurt Carlson, USCG (Ret.), Aviator 1884, as Airport Manager. This transformation was spearheaded by our facility engineer CDR John Healy, who, along with his civil engineer replacement, CDR Paul Rendon, have learned through this process enough about aviation operations and procedures to legitimately claim to be "honorary aviators."

A Great Place to Work: Overall, the variety of missions and support activities of the air station provide many challenges and opportunities. If you haven't visited Air Station Cape Cod lately, I highly recommend you put us on your travel itinerary and make arrangements to stay in our guest quarters at the "Wings Inn." With a 9 hole golf course on base, we're a great vacation spot!



**COAST GUARD
AIRBORNE
USE OF FORCE:
Back to the Future**
by Commander Ward Sandlin,
USCG, Aviator 3212

In January 2006, CG aviation forged new territory when Sector/Air Station San Diego became the first air station to arm its aircraft. This was a milestone! A first! Or, was it?

The following excerpt was taken from the Coast Guard website: "On 1 August 1942, a Coast Guard J4F Widgeon amphibious aircraft, USCG Number V212, piloted by Chief Aviation Pilot Henry Clark White, Guard Aviator No. 115, along with crewman RM1c George Henderson Boggs, Jr., were patrolling about 100 miles south of the air base at Houma, Louisiana, at an altitude of 1,500 feet. They spotted a U-boat cruising on the surface and immediately dove on the target. The U-boat crash dived as the J4F closed. At 250 feet, White released a single depth charge, the only weapon he had on his aircraft, slightly ahead of the swirling water left by the now submerged submarine. The depth charge exploded and soon White and Boggs discerned a growing oil slick on the surface of the Gulf. They then returned to their air base and reported their attack."



Obviously, Coast Guard aircraft have a long history carrying and employing weapons in service to our nation.

AUF in the Modern Era

Fast forward 57 years, and we see Coast Guard aviation again taking up arms to protect our fellow citizens. This time, however, the enemy was not German U-Boats, but drugs. The Coast Guard's modern Airborne Use of Force program was born in 1999 with the HITRON-10 counter-drug program. Armed helicopters operating from Coast Guard cutters in southern areas would pursue and stop suspect so called "go-fast" boats. If the suspect vessels refused to comply with warnings to heave-to for a boarding, the helicopter crew disabled the go-fast by shooting the go-fast's outboard engines with a heavy caliber, shoulder fired rifle. This concept proved extremely successful and effective, resulting in approximately \$8.5 billion in drugs seized since the unit's inception.



Following the attacks of September 11th, the Coast Guard faced a renewed call to provide increased maritime security presence and force projection. Although Coast Guard aircraft had been armed in years past, with the exception of HITRON helicopters, Coast Guard aircraft were unarmed and our aircrews were not trained in firearms. As a stop-gap measure, HITRON was pressed into service for Ports Waterways and Coastal Security missions because they were the sole armed Coast

Guard aviation asset. This proved problematic due to a limited number of assets and high demand. To address the situation, the Coast Guard decided to arm its aviation forces to provide additional helicopters with an armed capability for ports and waterways security missions.

One major departure from the HITRON concept was the intent of use of force employment. HITRON is a counter drug law enforcement mission. Organic AUF is designed as a deadly force capability for the purposes of homeland security. The Coast Guard's use of force policy, simply stated, authorizes deadly force in defense of self or others to prevent death or serious bodily injury. Within the designed organic AUF construct, all mission profiles comply with this requirement.

Depth Charges Are So Passe'

Armament on the helicopters consists of a mounted belt-fed machine gun and a precision rifle. The machine gun is used as an area fire weapon, providing the capability to engage targets such as small vessels. The rifle is the weapon of choice when providing armed overwatch for teams conducting security boardings, or anytime there is an increased risk of collateral damage (such as operations in a major port).

Armed helicopters execute one of five port security and waterways mission profiles in support of local Coast Guard operational commanders: alert launch; reconnaissance, presence and surveillance; high value escorts and protection zone enforcement; and armed overwatch for boarding operations.

The organic AUF rollout plan calls for a number of air stations to be trained and armed by the end of FY '09. Each unit has pilots and Aviation Gunners trained by ATC Mobile to employ AUF. The air stations receive additional resources to help offset costs associated with maintaining the AUF capability. Unit aircraft are modified with additional

equipment, which includes extra radios, an electro-optical infra-red system, a night vision goggle heads-up display, armor, and a lighting package.



Shooting Precision Markman (Air) qualification course

There are a number of challenges that remain and must be addressed if the Coast Guard is to reach full operating capability.

Some of these challenges include fleet-wide education for operational commanders on how to best use the capability, long lead times for equipment due to operational demands, growing and maintaining an experienced pool of pilots and gunners, and standardized coordination across the surface and air communities for high value escorts.



"Overwatch" during boarding exercise

Going Back to the Future

As Coast Guard aviation continues to meet these challenges and move

forward in the Maritime Homeland Security arena, we find ourselves moving 'Back to the Future.'

Although following in the footsteps of early Coast Guard aviators like Chief Aviation Pilot White and RM1c Boggs, modern aircrews and aircraft find themselves armed and trained better than ever before, once again ready to provide a formidable force multiplier for the safety and security of our Nation.

Semper Paratus!



Coast Guard Aviation Hall of Honor Induction Ceremony Postponed

The late CHIEF AVIATION MACHINIST'S MATE OLIVER F. BERRY and Ptero MASTER CHIEF AVIATION SURVIVALMAN LARRY E. FARMER, were scheduled to be inducted into the Hall of Honor at ATC Mobile on 5 September 2008, but an unwelcome intruder named "Gustav" forced postponement of the ceremony As ATC prepared for heavy weather along the Gulf Coast.

The ceremony will be rescheduled during calmer meteorological conditions, and a report of the proceedings will be included in a future Pterogram.

Pfellow Pterodactyls,

This issue of the 'gram marks the passing of ye ancient scribe/editor baton from our esteemed and astute editor of twelve years, Capt. (Ret.) Ray Copin, Aviator 744. He took over in 1997 as the first "editor" of the Pterogram from our revered original "Scribe for Life," Capt. (Ret.) Marion (Gus) Shrode, Aviator 527, one of the original founding four members of our organization in 1977. This is not, however, a clean handoff. Since I wasn't able to attend the Astoria Roost (went to Australia instead for daughter's master's degree graduation), Ray handled the Roost Report and associated photos, hopefully with no one in any compromising positions.

Ray has been easing me into this position since January. I certainly have some big shoes to fill! He thinks I'm just about ready for my "safe for solo" checkride. We were certainly lucky to have him as our ancient scribe for so long, and he's earned a well-deserved rest. However, he really won't be resting; he has lots of other irons in the fire and mountains to climb. He will continue to be my advisor for a while until I master the in's and out's of the MS Office Publisher program. So, please bear with me as I muddle along. I'm always open to suggestions, critiques, and new ideas. I'm hoping to keep up the wonderful accomplishments of my predecessors, Gus and Ray. Thanks!

Your "New" Ancient Scribe (1207)

COAST GUARD GROUP/AIR STATION NORTH BEND

by Lieutenant Justin Denton, Aviator 3800



Coast Guard Air Station North Bend was commissioned on 28 September 1974 as part of Group North Bend located at Southwestern Oregon Regional Airport, North Bend, Oregon. The airport is a former Naval Auxiliary Air Station located on the shores of Coos Bay. The initial Group has grown since its inception and now consists of the Air Station, an Air Facility at Newport, the 110 foot Coast Guard Cutter Orcas, six Motor Lifeboat Stations with two additional summer lifeboat SAR detachments, and an Aids to Navigation Team.



North Bend Group covers an area of responsibility encompassing 220 miles of remote mountainous shoreline from Pacific City, Oregon south to the California border and east to interstate highway I-5. The Newport Air facility was built in 1992 after a Fishermen's Wives Association lobbied for additional resources. North Bend has been called sleepy hollow, but when you get a

case, it is usually the real deal. The fishing vessel *CHRISTINA J*, the motor vessel *NEW CARISSA* and the tug *PRIMO BRUSCA* are three of the more notable cases of recent years.

The *CHRISTINA J* was sinking just off the coast of North Bend early on the morning of 14 November 1981. HH-52A 1353 launched in 60 knot winds and 30 ft seas to assist the sinking boat when the helicopter experienced an engine fire. The pilots performed a successful night autorotation into violent surf. All three crewmembers were able to free themselves from the aircraft. The copilot and flight mechanic made it safely to the beach. The Aircraft Commander, Air Station commanding officer Captain Frank W. Olsen, Aviator 911, did not survive.

The freighter *NEW CARISSA* ran aground on a beach near Coos Bay, Oregon in a February 1999 storm. CGAS North Bend safely performed hundreds of hoists, often in marginal weather, of Coast Guard and other personnel seeking to prevent the catastrophic release of more than 400,000 gallons of bunker and diesel fuel. This potentially disastrous environmental threat, highly publicized nationally, was avoided.

Finally, the tug *PRIMO BRUSCA*, on a cold and stormy night in December 2002, was facing 30 ft seas and 60 knot winds when the vessel began taking on more water than its pumps could handle some 40 miles from North Bend. The Captain of the tug reported they were taking on water and abandoning ship. Only part of the radio transmission made it through, and crews from North Bend and Newport were launched. The Newport HH-65 arrived on scene first and began a search around the sinking vessel for the survivors who had abandoned

ship; the helicopter crew received their first scare when they almost collided with a 75 ft crane on the barge the tug was pulling. A 47 ft Motor life boat arrived on scene and picked up survivors from a life raft while the HH-52 continued to search for two missing crew members. The helicopter turned off its lights to see if a strobe light was in the water, and they spotted a few strobes from debris causing momentary delays from lowering the swimmer to find nothing. Fuel was getting critical when they spotted a survivor and lowered the swimmer who got hammered by the angry seas before making it out; the HH-52 landed at the nearest airport with but three minutes of fuel remaining. The body of a final crew member was found the next day.

The *CHRISTINA J*, *NEW CARISSA* and *PRIMO BRUSCO* cases all had things in common: cold, dark, and stormy.



CG Air Station North Bend can leave you in awe of the wonderful beauty of the Pacific Northwest, but it can also remind you of the tremendous force of nature.

Many lives have been lost off the Oregon Coast due to frigid water temperatures and violent seas, mariners and a fellow CG Aviator.



Congratulations... to two Ptero Coasties!

[The Order of Daedalians is an association of U.S. military pilots dating back to WWI Army Air Corps Founders and has members of all U.S. armed services including the Coast Guard. The Order annually presents an exceptional aviator award to a pilot of each service. In 2008 at their annual convention at Fort Walton Beach, Florida, the USCG Exceptional Pilot Award was presented to Lieutenant Commander Eric A. Smith, Aviator 3418, of CG Air Station Astoria. We are indebted to the Daedalian's quarterly Daedalus Flyer for this article and photograph...Ed]

Ptero Smith was cited for outstanding achievement in aerial flight on 25 January and on 3 December 2007.

On 25 January, LCDR Smith was the Aircraft Commander of an HH-60J Jayhawk responding in 200 foot ceiling and a quarter mile visibility to a fishing vessel aground in Tillamook Bay, Oregon. LCDR Smith located the grounded vessel which was listing 20 degrees, beam to the seas, and rolling up to 50 degrees in 15 foot waves. He deployed his rescue swimmer and hoisted a critically injured crewman. He transported the victim to CG Station Tillamook Bay and returned to retrieve and transport the three remaining crewmen and his rescue

swimmer to safety in near Zero Zero conditions.

On 3 December, again flying a Jayhawk, he battled severe turbulence, 100 mph wind gusts, low visibility, and rising terrain to save 40 people in danger of being drowned by rising flood waters in the vicinity of Chehalis, Washington. He and his crew completed arduous, highly technical hoists from pitched roofs, confined porches, second story windows, and cars, to rescue 17 people and their pets. They battled flying debris, limited visibility, fatigue, and nightfall to rescue 23 others.

LCDR Smith's achievements exemplified the high standards of the Daedalian Exceptional Pilot Award and reflect great credit upon himself and the United States Coast Guard.



LCDR Smith was presented the Daedalian Award by Ptero CAPT Mike Emerson, Aviator 2799, Chief, Aviation Forces

MSTCS Vicki Cates, Ptero P-2879, CG Academy Company Chief and Cadet Aviation Club advisor was recently recognized prior to her reassignment to the New Orleans area with the award of the Coast Guard Commendation Medal. The Senior Chief was cited for outstanding achievement in the performance of duty from 2004 to 2008. An outstanding mentor and role model, Senior Chief Cates provided daily direction to 125 cadets. She diligently worked to enhance the sound professional development of these aspiring officers. Senior Chief CATES planned and executed three aviation career days, coordinating numerous Coast Guard aircraft from four different air stations to be on display as well as discussion panels with pilots for all Academy personnel. This provided cadets with significant exposure to Coast Guard aviation opportunities, helping them to make informed career decisions. As advisor to 600 Aviation Club members, she implemented improvements to the Air Station aviator program, allowing cadets to gain a more in-depth knowledge of Coast Guard air operations and aviation principles as well as develop their piloting skills.

In addition to her official Coast Guard recognition, Ptero Vicki received a crystal plaque from our association in appreciation for and to commemorate her tenure as the Aviation Club advisor.

Incidentally, the Senior Chief left the Cadet Aviation Club in the great hands of another Senior Chief. Her replacement at the Academy is none other than the Coast Guard Enlisted Ancient Albatross, Ptero AMTCS Pete MacDougall.



MSTCS Cates holding her association recognition

ANCIENT ALBATROSS HALL
DEDICATED AT CG AIR STATION MIAMI
by Ptero Lieutenant Commander Gretchen Jones, Aviator 3447

Two years after Air Station Miami began renovation on Building 113, the old dining facility building, work was completed on a beautiful and modern galley, wardroom, chief's mess and training room. The training and conference room was complete with state-of-the-art audio-visual equipment, new seating, podium and coffee-mess, but something was missing...the space lacked grandeur, decorum, pride. After considering several options, it was agreed that it had to be something spectacular. It was unanimously decided to dedicate the room as a lasting tribute to some of Coast Guard aviation's most hallowed aviators – the Ancient Albatrosses. But there was a catch; we would need to do it in less than three months, in time to honor the reigning Ancient Albatross, RADM David Kunkel (#20), at his Change of Command as the 7th District Commander. This would require painstaking research, some fast-footwork and the participation and cooperation from the likes of the Coast Guard Aviation Association, the Coast Guard Historian's Office, and even the National Archives.

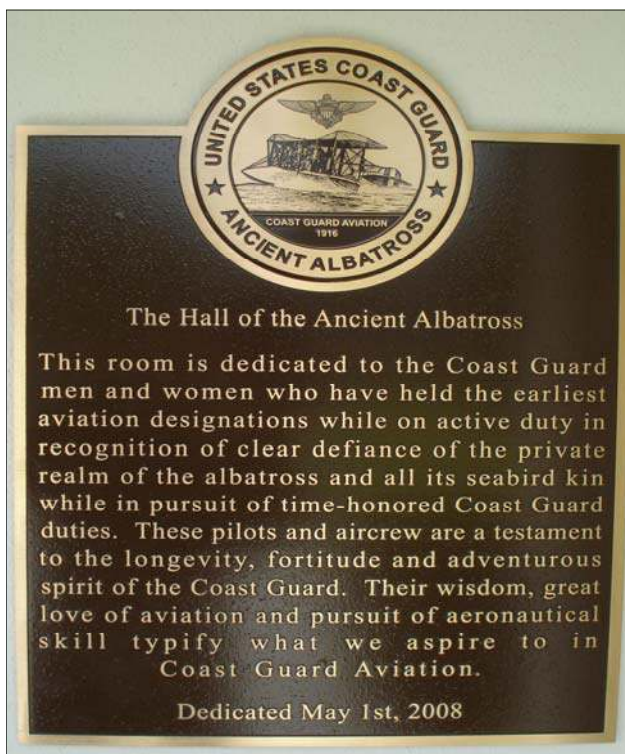
We began with researching the Pterodactyl's incredible website and requesting assistance from the [CGAA] Pterodactyl President, Captain Mont Smith (Ret) and Ptero Historian Bear Moseley. They assisted with contacting the Ancient Al's, or a close family member with the exception of VADM William "Doc" Shields, the Coast Guard's first Ancient Albatross (#1!). The air station went so far as to contact the Social Security Administration and the National Archives in its attempt to locate missing Albatrosses and their biographies. The Coast Guard Historian's office, with outstanding support of Ms. Nora Chidlow, provided many rare photographs of Ancients and their aircraft as well as biographical information on some, including a photo and biography on VADM Shields. Contacted Ancient's themselves provided photographs, name tags, information, and in some cases even donated items to display in the new room including VADM Clyde Robbins' (Ret) (#12) Winter Dress Green Combination cover...these covers disappeared when ADM Chester Bender (Ret) (#3) transitioned the service uniform to "Bender Blues" in 1970. VADM Howard Benton "Howie" Thorsen (Ret) (#13) donated wings, patches and pins worn during two significant events in his career: his 1984-1985 trip to Antarctica and the Amundsen-Scott Station and during the reenactment of the first flight across the Atlantic in NC-4 for the 75th anniversary of Naval Aviation...his role during that flight portrayed the pilot-at-the-controls, Elmer Stone, CG Aviator #1. Ptero Thorsen also provided his

Commodore stars, significant as he was the first Coast Guard Commodore since World War II and the only Coast Guard Aviator Commodore...ever.

The Air Station now had everything it needed to provide an outstanding tribute to the Ancient Albatrosses of the Coast Guard. Each Ancient One had his own display complete with photos, name patch and plaque containing a long and distinguished career. A beautiful display cabinet contained many models of aircraft they flew, their memorabilia and even a scrapbook with news articles and more photographs (in large part provided by Ms. Chidlow and Ptero Steve Goldhammer (Ret), son of the late retired CDR Walter Raymond "Goldie" Goldhammer (#4).

Then, in the week before the ceremony was to take place another golden opportunity presented itself. The Air Station located a propeller from a Curtiss HS-2L Flying Boat, circa 1919, the first aircraft operated by the Coast Guard in Morehead City, North Carolina. The Pterodactyls and the Air Station Wardroom and Chief's mess came together to purchase the prop, ship it next-day air for the ceremony and donate it to the Air Station just in time for the dedication ceremony on May 1st.

The ceremony was held the day before the D7 Change of Command. RADM Kunkel was left off of the All-Ptero invite as he was to be surprise key-note speaker for the event. Luckily for the air station, he had recently dispatched his Ancient Albatross gear to AS Miami for shipment to Elizabeth City for the 26 June 2008 Ancient Albatross Change of Watch. The Air Station was also honored to have ADCM James Woltz (Ret) (#1E) and ADCS Gary Butler (Ret) (#3E), both Florida residents, attend the ceremony with their families. With 'underhanded' coordination between RADM Kunkel's staff and the air station, the ceremony was set to take place immediately following the dress-rehearsal for the District 7 Change of Command. Air station personnel "re-decorated" the same room the Ancient One had only hours before used as his Change of Command briefing space. Stealthy air station C.O. Captain Steve Mehling, Aviator 2263, led the unknowing, unsuspecting RADM Kunkel back to the Air Station's Training and Conference Room (which was filled with District 7 staff, pilots and aircrew and many visitors). Captain Mehling led the Ancient One to the room's entrance where he uncovered the room dedication plaque (which had been disguised by a stucco-colored wood cover); described for RADM Kunkel and the assembly the significance of the room; and read from the dedication plaque:



Once inside the room, RADM Kunkel carefully reviewed each display, then donned his ancient gear and gave an impressive impromptu speech on the significance of the Ancient Albatross tradition, as part of the Coast Guard's storied aviation history, to inform future Coasties. Each attendee enjoyed a small reception while they marveled at the long and amazing careers of these Coast Guard men and women we are proud to claim as aviators.

Since the event, the Air Station has added Vice Commandant of the Coast Guard, VADM Vivien Crea (#21), to the long, blue, feathered line. We continue to work with the Coast Guard Historian's office on an upcoming article for Coast Guard Magazine on the history of the Ancient Albatross Award and each of the Ancient Albatrosses. During our research, we located VADM Shields' wife, Mrs. Jeanne Shields, at long last, and we are looking forward to hearing from her about some of those holes in our history. The story will be a fascinating one, so keep checking your mailbox and hold on to your helmets!



*Ancient Albatross #20
checks out the displays*



*Display honoring
Enlisted Ancient Albatross
AMTCS Pete MacDougall*



MAIL This issue's mail is delivered by trusty HH-52A 1379. (Who was the pilot?) 99 HH-52's were in service from 1962 to 1989.



FLIGHT SURGEONS REVISITED

A recent Pterogram included an article about CG Flight Surgeons. As a former aircrewmember

in PBM and PBY aircraft at Salem Air Station, I remember a Flight Surgeon assigned to our base in late 1944 or early 1945. I recall rather vividly that on one of his first flights at our base he had a problem. He was a passenger in a J2-F seaplane attempting a landing in Salem Bay. The pilot did not stir up the water and lost depth perception and the J2-F went nose down underwater. Luckily, no one was seriously injured; just embarrassed.

Ptero John W. Fitzgerald, P-2960

NEAR MISS, er, SPLASH

Several years ago when the Skipper of North Bend Air Station learned an ancient aviator lived close, he asked me to give a presentation to the aviators on how we flew in the "old days." I was happy to oblige.

When I mentioned an incident in Argentina, one of the aviators asked, "Where is Argentina?" I replied, "Well, Newfoundland," like everyone was supposed to know that. Then he asked, "What did you do there?" So I said, "International Ice Patrol and SAR."

Then I realized that the station had been decommissioned (1966) before he was born! Reveille, reveille, reveille!

On one of those patrols we were 'bombing' icebergs with dye for later tracking. That was fun at 200' with the ramp of the C-130 open. A crewman wore a harness snapped into a ring in the deck so we wouldn't lose him. He had an assistant to double check. We made our run, and as he turned, he saw his supposed life line just lying there being swished around by air currents! We had one very pale Chief Aviation Ordnance-man all the way back to the station. We could never understand why he wasn't snapped in when two of them were supposed to check. It was a good thing we didn't make an abrupt pull-up!

Ptero Gene Baumann, Aviator 694

SLOW FLIGHT

(Dedicated to all "Goat" Pilots)

[*"Low Flight" coverage in Sitrep 2-08 prompted Ptero Tom Schaffer, Aviator 893, to submit this poem...Ed*]

Oh, I have slipped the strangling
bonds of Earth and flailed the skies
on oil spattered wings;
Sunward I've groaned and tumbled
in the mirth of stormy clouds -
and bumped and stalled
low in the dingy overcast.

Floundering there,
I've been passed by Cessnas and
flung my shuddering craft
through endless balls of hail.
Up, up the long, delirious climb to
cruise I've topped the towering
barns with pounding heart
where never lark, or
even crippled eagle flew.

And, while with steely shifting eyes
I've tried the often trespassed
sanctity of Victor Routes, put out my
hand and gotten zapped by FAA.

Anon.

PIONEER HELO PTERO VISITS HELO MUSUEM

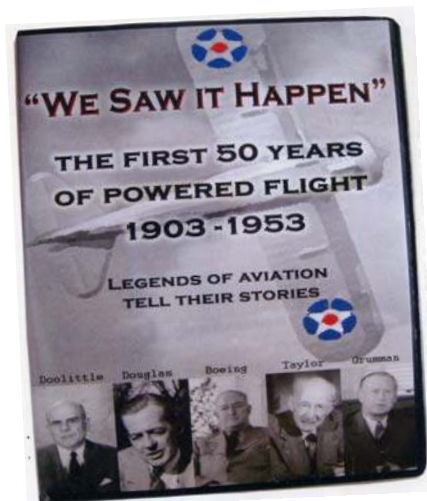
[*Ptero Ken Olsen, P-2904, submitted this photo of his Dad, Ptero John Olsen, Aviator 646, 'shot' by a cousin during John's visit to the National Helicopter Museum at Stratford, Connecticut. John was one of the first to pilot helicopters in the Arctic and Antarctic...Ed*]



John "Jack" Olsen, left, with Dr. Ray Jankowich, Museum Curator

AVIATION's 1st 50 YEARS

This outstanding DVD chronicles the first half century of powered flight. The fast paced hour and thirty-six minute narrative features interesting graphics and fascinating video recordings of one famous pioneer after another describing personal experiences with design and manufacturing developments of airframes, engines and instrumentation.



These first fifty years lead the viewer into and out of wars, explaining many factors influencing military and commercial aviation. Anyone embarking on an aviation career will do well to be exposed to the material in this DVD, a fine addition to any aviation library, personal or institutional.

The work was produced and copyrighted by Shoestring Educational Productions, 5873 Menorca Dr., San Diego, CA under license from Sikorsky Aircraft Corp. Copies may be purchased on line at www.shoestringprod.org/we_saw_it or by phoning 858-405-6038. Cost for an individual copy is \$20 (incl postage). Incidentally, this firm produced for the association the excellent video telling the story of the rescue of survivors of the 1946 Newfoundland crash of the Sabena Airline DC-4.

Ptero Ray Copin, Aviator 744



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 mid-2008 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Con-gratulations and Welcome Aboard!!!**

| <u>Honor Graduate</u> | <u>Assignment</u> | <u>Honor Graduate</u> | <u>Assignment</u> |
|-------------------------|-------------------|-------------------------|-------------------|
| AET3 Thomas A. Espinal | Atlantic City | AMT3 Garrett Rodgers | Houston |
| AMT3 Brian R. Leghorn | Atlantic City | AMT3 Brandan T. Smith | Clearwater |
| AET3 Ryan C. Windham | Barber's Point | AET3 Benjamin A. Jones | Barber's Point |
| AET3 Michael R. Sarnick | San Diego | AST3 Scott C. Mochkatel | San Diego |



Newly Designated Aviators

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

| <u>CG Aviator Nr.</u> | <u>Assignment</u> | <u>CG Aviator Nr.</u> | <u>Assignment</u> |
|---------------------------|-------------------|-------------------------|-------------------|
| 3931 Joshua B. Harrington | San Diego | 3932 Francis E. Wolfe | Elizabeth City |
| 3933 Soumangue C. Basse | Clearwater | 3934 Mark E. Seavey | Astoria |
| 3935 Adam W. Bryant | Sacramento | 3936 Adam J. Koziatsek | Clearwater |
| 3937 Jacob S. London | Miami | 3938 Eric R. Majeska | Barber's Point |
| 3939 Morgan J. Roy | Cape Cod | 3940 Neal A. Corbin | Atlantic City |
| 3941 Julian M. Middleton | Mobile | 3942 Samuel H. Babbitt | Barber's Point |
| 3943 Richard J. Birbilas | Atlantic City | 3944 Joseph R. Coffman | New Orleans |
| 3945 Rocco W. Franco | North Bend | 3946 Brian J. Ahearn | Humboldt Bay |
| 3947 Chad R. Thompson | Traverse City | 3948 Michael M. Vickers | New Orleans |
| 3949 Roysbel Estupinan | Miami | 3950 Susan E. Walters | Miami |
| 3950A Rebecca Fosha | Washington | 3951 Brian Boland | Clearwater |
| 3952 Kenneth Gillespie | Barbers Point | 3953 Jeffery Hustace | Sacramento |
| 3954 Kraig Jones | Clearwater | 3955 Michael Koehler | Barbers Point |
| 3956 John Anderson | Astoria | 3957 Thomas Huntley | Elizabeth City |
| 3958 John Souders | Los Angeles | 3959 Matthew Herring | Washington |
| 3960 Eric Wilson | Mobile | 3960A Gregory Baker | Washington |
| 3961 Ronald Bledsoe | Miami | 3962 Garrett Santos | Miami |
| 3963 Jonathan Welch | Clearwater | 3964 James Heller | Cape Cod |



Ahoy out there...

We seem to have **lost track** of the following members whose mailings are being returned. If you are one and are "listening" or if you know of the whereabouts or status of anyone on this list, please contact us.

| | | | | |
|----------------|---------------|-----------------|------------------|--------------|
| Amanda Sardone | George Boggs | Rolla Boggs | Vern Christensen | George Gaul |
| Gerald Zanoli | Douglas Bogle | Kenneth Thysell | Peter Verrault | Mark Jackson |

REMEMBERING SHIPMATES AND THEIR FAMILIES FIRST

(Continued from Page 1)

Here are easy ways to support the families of the 6505 crew with charitable tax deductible donations.
In all ways, your donation amount will remain private and will not be published or disseminated.

Internet

- At (www.aoptero.org), see the first page highlight and click on “Donate.” Follow prompts to contribute.
- Or go directly to (www.cgfdn.org/contributeform.php) and select “Disaster Relief Fund” to direct your donation to the families. In the “in memory of” box, note “Family Disaster Relief Fund.” (You may also donate to the CG Foundation’s ‘Fallen Heroes Scholarship Fund’ which provides college scholarships to children of CG members who perished in the line of duty...select ‘CGF Scholarships’ and note ‘Fallen Heroes Scholarship Fund’).

Personal Check

- Mail your check to CG Aviation Association, P.O. Box 222905, Chantilly, VA 20153-2905 marked “Family Disaster Relief Fund” or “Fallen Heroes Scholarship Fund” as you wish (see above).
- Or mail your check to Coast Guard Foundation, 394 Taugwonk Road, Stonington, CT 06378 marked “Family Disaster Relief Fund” or “Fallen Heroes Scholarship Fund”..please also annotate your check or note as from a member of CGAA.

THANK YOU!



Dues are tax deductible

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

Spouse: _____ ☐ TP Res. (____) ____ - _____ ☐

Email Res. _____ ☐ TP Work (____) ____ - _____ ☐

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

Sign me up for:

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

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

☐ Ptero Ball Cap \$ 20 (includes postage)

☐ CG Aviation History Book \$ 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:

\$

Please check all below that apply:

☐ CG Active ☐ CG Retired

☐ CG Reserve ☐ Former CG(not ret)

☐ CG Auxiliary ☐ Other Supporter

.....
☐ CG Aviator (*Data if known:*)

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

.....
☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served: _____ to _____

.....
☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

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

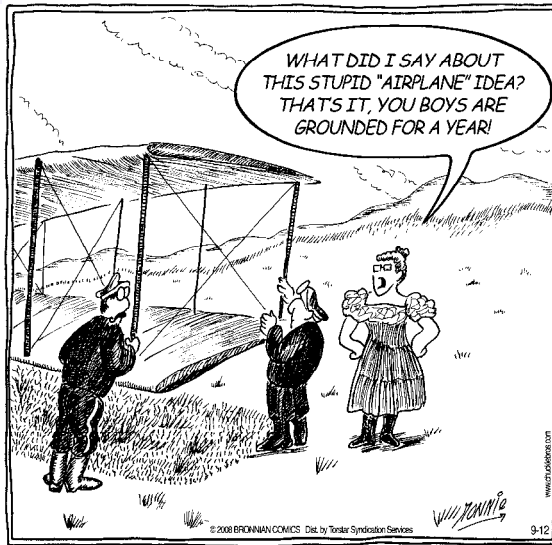
Sept2008 **Please make copies of this form and pass it on.**



**2008
Roost Report
Pgs 5-13**



Cape Cod Air pg 14



**Kitty Hawk, December 17, 1902 - one year before
the Wright brothers' inaugural flight.**

*Copyright: Bronnian Comics. Reprinted with permission—
Torstar Syndication Services*



MAIL pg. 21



North Bend Air pg 17

**Ancient Albatrosses Display Dedicated
Pgs 19-20**

IS THATALL?...NO WAY...LOOK INSIDE AND "Read All About it!"

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