



PTEROGRAM

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

Sitrep 3-10 Fall 2010

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

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Pthirty-fourth Annual Ptero Roost Celebrated



Approximately 150 Pteros plus their significant others pthoroughly enjoyed this year's wonderful roost hosted by the CGAA in beautiful Jacksonville, FL! We are especially grateful to our dedicated organizing committee: John "Bear" Moseley, aviator 743, Tom, Av 746, and Babs Lutton, Ray, Av 744, and Iris Copin, Irene Baker, 'Terk' Williams, Av 2067, Lisa Goulet, Ana Buchanan, Naomi Tullos, Jon Kimura Av 3705,



Eric Hollinger, Av 3429, Matt Gabbianelli, Av 3761, Skip Deacon, Av 3068, & others behind the scenes. We were honored to have CGC Mohawk (WMEC 913), CO CDR Bob Hendrickson and crew, with a HITRON MH-65C aboard, as the centerpiece of our gathering. There were many highlights: attendance by CG Chief of Staff, Ptero VADM John Currier, aviator 1877, Ptero Frank Manson, aviator 396, Honorary Ptero Sergei Sikorsky, and current Ancient Al's Ptero RADM Gary Blore, aviator 1850, and Peter MacDougall, P-2900. There was also an excursion to the St. Augustine historical sites and professional discourse briefings on the History of HITRON and the CG Unmanned Aircraft Systems. Sincere thanks to HITRON CO (Ptero CAPT Joe Baker, aviator 2511) and his crew for their participation and hospitality as their duties permitted!

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 2011, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE



Changes in dues became effective in 2008. Check out page 23 or the website
<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 1520 (CGAA/AOP President):

Aloha! In this annual "Roost Issue" of Pterogram you will catch the flavor of perhaps our biggest and best Roost to date. 200 of us were joined by approximately 75 active duty aviators, aircrewmen, sailors, and civilians. More and more enlisteds, including observers, rescue swimmers, and aerial gunners turned out to "talk story" and enjoy the festivities. One of our oldest participants, Jack Sunderlin, was a USCG

PBY crewmember in the WWII Pacific. He asserts his crew may have been denied credit for sinking a Japanese submarine! The fabulous JAX riverfront, showcasing CGC Mohawk and her embarked helicopter, and nearby St. Augustine made for wonderful weather and hospitality. For those of you who missed the business meeting, let me bring you up to speed on your association: I plan to form a search committee very soon to identify a suitable relief for Executive VP Paul Langlois and myself. I will turn over the gavel at Mobile on November 11th next year. It has been a pleasure to serve, but I think new blood is always necessary to create excitement and a vision of excellence. In the meantime, I plan to re-structure the Executive Board slightly; some "lines of business" have worked out well and others not so well. Our financial situation is sound, but I plan to ask a few experts to help us enlist additional sponsors. We have a volunteer New Jersey attorney, Hugo Harmatz, a former Marine who has done pro bono service reviewing contracts and assisting us with "due diligence." We will officially introduce Hugo to you in a future issue. My final pitch to you is that we need to actively recruit new members. The average age of our association is probably in the mid-sixties. We are not reaching the mid-forties group onward. We must demonstrate the value of membership to these folks and win them over. The theme for next year's 2011 Centennial of Naval Aviation Roost in Mobile will be "bring a buddy." This is your job: find someone you know who should be a member and get them registered as soon as details are published! Mahalo nui loa!



Taps

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

Pam Hamilton (wife of Ptero Jeff Hamilton, 1355) 2/9/10

Pat Quinn (wife of Ptero J. C. Quinn, 1091) 4/12/10

VADM Thomas R. Sargent, III, P-2005 5/29/10

ASTCS Shawn Whaley, 7/31/10

CAPT Russell W. Lentner, 378 7/28/10

CAPT Norbert W. Muench, 192 8/2/10

Sylvie Raiford (daughter of Ptero Cecil S. Berry, 910 & Francyne) 8/13/10

Ann A. Russo (wife of Ptero Joseph C. Russo, 853) 9/12/10

CAPT Bradley W. Bean, 2460 9/19/10

Mona L. Ciancaglini (wife of Ptero RADM David E. Ciancaglini, 971) 10/2/10

Jeannette G. Shields (wife of VADM William D. Shields (Deceased), 34) 10/5/10

CAPT David P. Bosomworth, 699 10/7/10

CAPT Rod Leland, 1556 11/2/10

CDR John Butler, 722



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Air Station Sitka MH-60T CGNR 6017 Mishap

[Following is a message from ADM Robert Papp, Coast Guard Commandant ...Ed]

Shipmates,

It is with deep regret and sadness that I report the crash of CG6017 on 7 July along the coast near La Push, WA. CG6017, flown by a four person crew from Air Station Sitka, was in transit from Astoria, Oregon, to Sitka, Alaska. The three fatalities were LT Sean Kruger (33), AMT1 Adam Hoke (40), and AMT2 Brett Banks (33). The fourth air crewmember, LT Lance Leone (29), survived the crash and is currently recovering from injuries. The combined efforts of all those who reached out and responded, have provided some small measure of comfort for the families of the deceased and injured crewmembers and their command. In times like these, our Service has always been able to count on each other for support. It's part of the manners of our profession.

LT Kruger, AMT1 Hoke and MT2 Banks collectively leave careers which serve as examples of our Service's core values and underscore what America expects from its Coast Guard. Their sacrifice reflects our country's best values and principles. Further, I am deeply concerned with

the number of serious aviation mishaps that have occurred in the past 22 months. For now, we should and must focus our attention on caring for and supporting our Shipmates and their families.

Our Service conducts hazardous missions every day both on and above the water, and ashore. The loss of these three exceptional Coast Guardsmen reinforces that fact.

I ask that you remember this crew's sacrifice and honor their lives. The CG Foundation has graciously established a family disaster relief fund. Please visit: [HTTP://WWW.COASTGUARDFOUNDATION.ORG/](http://WWW.COASTGUARDFOUNDATION.ORG/) for details.

[A memorial service was held at AirSta Sitka on 13 July. The painting below "Born to Eagles Wings" honoring the memory of the lost H-60 6017 crewmembers is available for purchase from

Bryan D. Snuffer, C.G. artist.

4838 Kathryn Street

Muskegon, Michigan 49444, USA

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Facebook: <http://www.facebook.com/pages/Bryan-David-Snuffer/52402321306>

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bsnuffer@comcast.net...Ed]



The remains of one of the victims were transported from Seattle to Boston by commercial aircraft and transferred to ground transportation for burial at the federal cemetery at Otis ANGB, Massachusetts. Many JetBlue Crewmembers were moved by the Boston ramp-side ceremony.

[Photo courtesy of Ptero LCDR (ret) Craig Hoskins, aviator 2725, former Chief Pilot and now Director, Flight Safety, at JetBlue Airlines...Ed]



AirSta Sitka Memorial Service.



It is with great sadness that we honor the loss of three Coast Guardsmen taken to the crash of CG6017, a Coast Guard MH-60T helicopter assigned to Coast Guard Air Station Sitka, Alaska, near the coast off La Push, Washington. On July 7, 2010, CG6017 was in transit from Astoria, Oregon to Sitka, Alaska. A multi-agency search and rescue effort found a severely injured crew member and three that were killed in the crash. Among the Coast Guardsmen that were taken from us on July 7th were LT Sean D. Kruger, AMT1 Adam C. Hoke and AMT2 Brett M. Banks. These crew members were survived by LT Lance D. Leone. Family and friends will be continually in our prayers as we mourn their loss.



"Born to Eagles Wings"

"Born to Eagles Wings" is a painting created by Bryan David Snuffer, a military artist in Muskegon Michigan. It is with the deepest regrets that I have the privilege and honor of creating an image that is not just a memorial but a keepsake that helps us remember those that have ultimately sacrificed their lives for the safety and defense of this great country. Men and women that have been killed in the line duty will be remembered forever by those of us that wear images like this one. Those that say "You will not be forgotten."



Lost Aircrews Memorial Services Conducted



COMDTNOTE 5060

SUBJ: CGAS SACRAMENTO AIRCREW REMEMBRANCE SERVICE AND MEMORIAL GROUNDBREAKING

1. ON 29 OCTOBER, 2010 CGAS SACRAMENTO HELD A REMEMBRANCE SERVICE AND MEMORIAL GROUND BREAKING HONORING THE CREW OF CG RESCUE 1705. CG RESCUE 1705 CRASHED ON 29 OCTOBER 2009 WHILE CONDUCTING A SEARCH AND RESCUE MISSION NEAR SAN CLEMENTE ISLAND, CA. THAT NIGHT, LIEUTENANT COMMANDER CHE BARNES, LIEUTENANT ADAM BRYANT, CHIEF PETTY OFFICER JOHN SEIDMAN, PETTY OFFICER CARL GRIGONIS, PETTY OFFICER MONICA BEACHAM, PETTY OFFICER JASON MOLETZSKY, AND PETTY OFFICER DANNY KREDER LOST THEIR LIVES.

2. MEMBERS OF THE COAST GUARD FAMILY HAVE WORKED TO ESTABLISH A MEMORIAL AS AN INSPIRATIONAL SYMBOL OF DEDICATION AND SACRIFICE TO ALL WHO FOLLOW IN SERVICE. ON 29 OCT 2010, AIR STATION SACRAMENTO DISPLAYED THE DESIGN CENTERPIECE OF THIS MEMORIAL AND SEVERAL PERSONALIZED BRICKS THAT WILL BE INSTALLED DURING CONSTRUCTION OVER THE COMING MONTHS. *[See P. 7 of Pterogram 2-10 and/or www.rescue1705.com for memorial design drawings and info about making donations, purchasing memorial bricks, commemorative patches, etc...Ed]*

Ptero Jerry Mohlenbrok, aviator 951, reports it was a well attended event, and the AirSta folks conducted a first class ceremony. Each of the crewmembers' families were given a memorial brick for their lost family member, as well as a framed print of CG 1705 with signatures from many AirSta personnel inscribed in the white border. "I'm sure that all who were able to attend left with strong feelings about the meaning of the ceremony, and appreciated the commitment of the AirSta to forever memorialize their lost shipmates."



Memorial bricks for USCG and USMC crewmembers.



Approximately one half of the memorial bricks already purchased, on temporary display.

Memorial Service for CG1705, USMC V38 and CG 6017

On Monday November 8th 2010, the United States Coast Guard honored the crews of USCG MH-60T 6017, USCG HC-130H 1705, and USMC AH-1W V38 at Coast Guard Air Station Elizabeth City. Ptero RADM Gary T. Blore, CG Ancient Albatross, aviator 1850, was the guest speaker.

LT S.D. KRUEGER, AMT1 A.C. HOKE, AMT2 B.M. BANKS, LCDR C.J. BARNES, LT A.W. BRYANT, AMTC J.F. SEIDMAN, AET2 C.P. GRIGONIS, AET2 M.L. BEACHAM, AMT 2 J.S. MOLETZSKY, AMT3 D.R. KREDER II, MAJ S.C. LEIGH, USMC, 1STLT T.J. CLAIBORNE, USMC.

By enshrining their names on the USCG Aviation Monument at the Wings of Faith Aviation memorial Chapel at the USCG Support Center Elizabeth City, North Carolina, the Memorial honors CG aviators who made the ultimate sacrifice in service to their country. *[See P. 12 of Pterogram 3-09 for memorial pictures & www.aoptero.org to make donations...Ed]*



Enlisted Ancient Albatross AMTCS Peter McDougall and CG artist Bryan D. Snuffer unveiling 'Unto Thine Hands,' a painting that honors the fallen Guardians of CG Rescue 1705, at the 1705 & 6017 Memorial Service.

AWARDS

USCG Exceptional Pilot Award Presented For Heroic Sea Rescue

Lieutenant Commander Sean O'Brien is recognized for superior airmanship while serving as an aircraft commander on 3 August 2009. On that day, he and his crew rescued 4 crewmen from a sinking 75-foot scallop vessel 95 nautical miles east of Atlantic City. The local weather was marginal with a ceiling less than 100 feet and visibility at 1/8th of a mile. Commander O'Brien opted to take an HH-65C with 20 minutes greater endurance than the MH-65C with greater communications capability. This would give him more flexibility to handle the unknowns that arise during a search and rescue operation. He and his crew flew in instrument conditions the 90 miles to the scene. To further complicate the situation, the fixed wing cover aircraft aborted.

Despite darkness, fog, and haze the crew found the sinking vessel and its crew in a life boat nearby. The Commander realized he could not take all four survivors on board without exceeding aircraft limits. After lowering the rescue swimmer and hoisting two survivors into the aircraft, Commander O'Brien recalculated his fuel burn and made the difficult decision to jettison 30 minutes of fuel rather than leave the rescue swimmer in a remote location with no other assistance. He hoisted the remaining two survivors and swimmer and departed the scene. He knew an alternate would be required. After deliberations with the home station operations duty officer, they found an airfield within range and with weather right at approach minimums. He had enough fuel to make one



LCDR Sean O'Brien, center, with RADM Gary Blore, left, commander of the Thirteenth Coast Guard District, and Maj Gen D. Bruce Smith, Daedalian Foundation Chairman.

instrument approach. Commander O'Brien flew the approach to minimums, found the runway and landed with only seconds of fuel remaining.

The achievements of Commander O'Brien exemplify the high standards of the Daedalian Exceptional Pilot Award and reflect great credit upon himself and the United States Coast Guard.

[The article above was re-printed from the summer 2010 edition of the Daedalus Flyer with permission of the editor...Ed]

Disabled Veteran of the Year: ASM1 David Riley

By CDR Glynn Smith



CG Commandant Adm. Bob Papp with retired Aviation Survivalman First Class David Riley and two fellow petty officers. (U.S. Coast Guard photo)

On 31 July, Retired Aviation Survivalman First Class David Riley, a quadruple amputee, became the first Coast Guardsman to be awarded the Disabled

American Veterans' Outstanding Disabled Veteran of the Year Award at the organization's annual convention in Atlanta, GA. The award recognizes Riley's outstanding achievements that include community service, CG Auxiliary membership and athletic activities.

CG Commandant Adm. Bob Papp was on hand for the presentation and addressed the delegates. "It's an honor to be here and take part in the presentation of the Outstanding Disabled Veteran of the Year award to a remarkable Coast Guardsman," said Papp.

Riley enlisted the CG in 1984 and completed Aviation Survivalman School and Navy Helicopter Rescue School in 1986. At that time, the CG's aviation survival program was in its infancy, having just been officially stood up in 1984. His first assignment was at CG AirSta San Francisco, where he qualified in the

HH-52 helicopter. Riley went on to become qualified in HH-3s, HH-65s & HH-60s. "Being a rescue swimmer is one of the most challenging jobs in the Coast Guard," said Papp, adding, "It requires extraordinary physical demands."

Dave was medically retired in 1998 after a bacterial infection caused the loss of all four of his limbs. Since his injury, Dave has gone on to become an inspirational leader in the local Disabled American Veterans chapter, a Veterans Administration hospital volunteer, Auxiliary member, and disabled athlete. "Dave is continuing to live out his life by the rescue swimmers creed – so that others might live – the only difference is that those others are no longer people in need of rescue from the sea," said Papp. "He now rescues injured veterans returning home in need of an example of how to cope with their injuries."



2009 Association for Rescue at Sea Gold Medal Awarded to AST1 Salvador Carire by LTJG Stephanie Young, USCG



AST1 Salvador Carire speaks after accepting the Assn. for Rescue at Sea VADM Thomas R. Sargent Gold Medal award. CG photo by Telfair Brown.

On 30 September, the Association for Rescue at Sea (AFRAS) held its annual award ceremony, and Aviation Survival Technician First Class Salvador "Pepe" Carire, who risked his life to save a fisherman at sea, was awarded the AFRAS Gold Medal for his heroic actions.

On the night of December 23, 2009, the 38-foot fishing vessel Alisha Marie was off the coast of New Jersey when it was hit by a rogue wave. Waves continued to beat against the Alisha Marie, and tragically, as she slipped further beneath the waves, she took two men with her. The lone survivor of the incident, wearing only a t-shirt and shorts, escaped the vessel's wreckage and climbed into a life raft, which had automatically inflated when the vessel became submerged.

The CG received Alisha Marie's emergency position indicating radio beacon distress signal and launched rescue resources. The 6559, an MH-65C Dolphin Helicopter from Air Station Atlantic City, was the second helicopter to take off in search of survivors from the Alisha Marie. The aircrew received a report from the first helicopter that there was a de-

bris field 36 miles southeast of Barnegat Light, New Jersey.

The helicopter, with Carire on board as the rescue swimmer, headed into the stormy night and encountered treacherous conditions of poor visibility, high winds and tumultuous seas.

As the helicopter neared its limit of fuel endurance, Carire inexplicably noticed a faint flashing light in the water outside of the debris field. The pilots hovered over the faint glow as Carire plunged into the frigid 39-degree water.

Carire swam to the life raft, which would intermittently disappear due to the six-foot waves. Once at the raft, he realized he could not access the inside because it was overturned. Carire attempted several times to right the raft, fighting with the howling winds and seas. Each time he climbed atop the raft he was knocked off but he fought his way back. As he struggled to again climb atop the canopy of the raft, he felt something hit his leg. He knew there was a survivor, and he knew he had to get inside. Because Carire was wearing his dry suit with gloves, grabbing the jammed zipper to access the life raft was an impossible task.

"I used my hands to rip into the raft with a small opening I found," said Carire. "As I widened the opening, I saw the survivor and continued to rip the canopy open." Carire ripped into the raft that cocooned a barely conscious, hypothermic survivor. With the 280-pound man in tow, Carire signaled the 6559 to lower the rescue basket. Carire stayed in the water, experiencing early stages of hypothermia himself, as the aircrew raised the fisherman safely into the aircraft and returned to hoist him. Once inside the aircraft, Carire used his medical training to treat the survivor and keep him conscious.

There are no doubts that Carire exhibited extraordinary courage as he risked his life for the fisherman the night the Alisha Marie was taken by the sea. And as night gave way to morning, on the eve of a holiday, the sole survivor of the Alisha Marie was given the gift of life.

Petty Officer Carire:

It was a treat to meet you, your wife Leslie, daughter Lei Ann, and your Dad last night at the ceremony. Bravo Zulu...an award richly deserved and humbly accepted.

It's who we are...it's what we do... you are a Coast Guardsman!

Congratulations again,
Admiral Bob Papp, Commandant
10/1/10



The Vice Admiral Thomas R. Sargent Gold Medal. The medal was presented to AST1 Carire who risked his life to save a fisherman at sea. CG photo by Telfair Brown.



AirSta Sitka MH-60 Crew Wins Canadian Rescue Exercise

A CG Air Station Sitka crew won the marine rescue event in this year's Royal Canadian Forces annual search and rescue exercise which was held in Whitehorse, Yukon, Canada, Sept. 20-24.

The crew, which consisted of a pilot, co-pilot, three flight mechanics and two rescue swimmers arrived Sept. 22 in time to participate in the marine rescue event. The event required the helicopter crew to perform three precision rescue swimmer deployments including lowering one to a buoy where a time penalty of four minutes would be added if the swimmer failed to touch the buoy before entering the water.

Other requirements in the exercise were to launch the helicopter within 30 minutes of receiving the "go" order, fly one racetrack circuit and come to a hover at the first buoy, free-fall deploy one rescue swimmer within 10 feet of the buoy, free-fall deploy one rescue swimmer within 10 feet of the second buoy

and come to a 50 foot hover over the third buoy.

The USCG team finished the event with a time of 3 minutes, 13 seconds; the second place team finished with a time of 8:13, and third place team finished in just over 12 minutes.

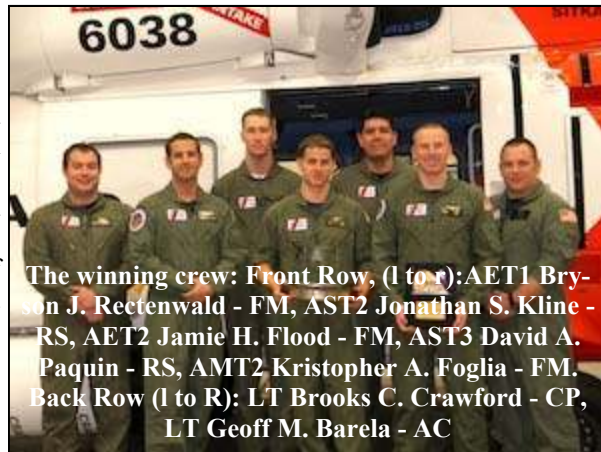
"We only brought two rescue swimmers with our crew, so we borrowed a Canadian SARTech," said Lt. Brooks Crawford, co-pilot for the exercise. "In preparation for the exercise, we learned the similarities and differences between our operating procedures. The help of the Canadian SARTech was instrumental in our crew being able to participate and win the event."

The aircrew also competed in a medical triage event and a separate land rescue event. The crew was also scheduled to participate in a precision hoisting exercise but all of Friday's events were cancelled due to weather.

The search and rescue exercise took place in Whitehorse but was hosted by the 442

Squadron based out of Comox, British Columbia.

In addition to the 442 Squadron's AW-101 Cormorant helicopter and a DHC-5 Buffalo aircraft, other platforms included a CH-146 Griffon helicopter from 424 Squadron in Trenton, Ontario, a U.S. Air Force HC-130 Hercules from Squadron 304 in Portland, Ore. and the Sitka-based MH-60 Jayhawk.



The winning crew: Front Row, (l to r): AET1 Bryson J. Rectenwald - FM, AST2 Jonathan S. Kline - RS, AET2 Jamie H. Flood - FM, AST3 David A. Paquin - RS, AMT2 Kristopher A. Foglia - FM, Back Row (l to R): LT Brooks C. Crawford - CP, LT Geoff M. Barela - AC

CG Foundation Honors AirSta Elizabeth City Aircrew

By Ltjg Stephanie Young

Stranded 350 miles from land, the Element Quest spent days being tossed about in ten-foot seas – rudderless and out of radio range. Without an EPIRB, the only hope for the three sailors aboard was that their satellite phone call was heard and passed on to the CG. It is hard to imagine the thoughts going through their minds when they first knew their call had been heard as they saw a CG rescue helicopter hovering above, but their rescue will be forever remembered thanks to the Coast Guard Foundation.

On 6 October, the CG Foundation honored the crew of CG-6034, the rescue helicopter that hoisted the Element Quest's sailors to safety, at its annual awards banquet. The aircrew of LT Anthony DeWinter (AC), LT Thomas Huntley (CP), Petty Officer 1st Class Edwin Hannah (RS), and Petty Officer 2nd Class Brandon Critchfield (FM) pushed their Jayhawk helicopter beyond

its limits and had to rely on their training, and the skills of both the Navy and other CG units to save the sailors aboard Element Quest.

The search to find the proverbial "needle in a haystack" started when just days into a journey from Nova Scotia to Bermuda, the Element Quest encountered harsh conditions and suffered significant damage that left her without steerage hundreds of miles offshore. Her crew radioed for help, but she was too far offshore for anyone to hear the call. In desperation, a sailor aboard the Element Quest made a satellite phone call to a friend and left a voice mail. The message was broken and barely readable but the end of the message was clear – "call the Coast Guard!"

Watchstanders at the District 5 Command Center launched an HC-130 Hercules long-range search and rescue plane, but the aircrew had a massive search area from Nova Scotia to Bermuda. As the aircrew flew over the enormous search area, they heard a faint mayday call over VHF Channel 16. Using their direction finding capabilities, the aircrew flew directly over the Ele-

ment Quest, 350 miles east of Cape Hatteras, N.C.

Finding the vessel proved to be only half the battle though, as the Hercules aircrew learned a sailor on board had a potential spinal injury. A medevac was needed, but due to the Element Quest's distance offshore, it was outside the range a CG rescue helicopter can fly. As the Hercules stayed on scene, the CG coordinated with Naval 3rd Fleet Command to stop flight operations on board the USS Eisenhower, situated 175 miles offshore, so an MH-60 Jayhawk rescue helicopter could land and refuel on the missile carrier's deck.

With the Eisenhower in position, AirSta Elizabeth City launched CG-6034 to conduct the medevac and rescue the sailors. After refueling, the 6034 aircrew launched from the decks of the Eisenhower with a Navy flight surgeon aboard and arrived overhead the foundering sailing vessel. On scene, the aircrew was faced with ten-foot seas, 30-knot winds, heavy rain and minimal visibility.

The damaged boat's inability to steer added to the dangers, and the aircrew constantly reassessed the mission's

risks. Hannah, the rescue swimmer, was lowered and found his footing aboard the sailing vessel's deck as he began to cut through rigging to create a recovery area for a rescue basket.

Each time the basket was lowered, the trail line that assists in lowering the basket would catch in the stinging winds, pulling the basket and forcing the helicopter to back off. After several attempts to lower the rescue basket, it became clear that a rescue directly from the deck would be too risky.

"After I did an assessment of the injured crewmember, I found there was still feeling in their arms and legs," said Hannah. "Instead of providing more risk to the crew, and because the survivor was able to move, we knew the best call was to hoist the survivors from the wa-

ter." Hannah entered the water and one by one the three sailors were hoisted and brought safely into the 6034's cabin where the Eisenhower's flight surgeon provided medical aid. Heading westward the 6034 had one last stop to make before they could be back on land, as they refueled once again aboard Eisenhower.

As spectacular a mission the rescue of the Element Quest turned out to be, it is a glimpse of just one of hundreds of search and rescue cases every year that begins with a call for help and ends in the safety of a rescue helicopter's cabin.

"I just happened to be on duty on the night the case happened," said Huntley. "I was just doing my job and I am proud of the crew. All those hours of training pay off when you can go out and save lives."



The 6034 aircrew of LT Anthony DeWinter, LT Thomas Huntley, AST1 Edwin Hannah and AET2 Brandon Critchfield, pose with their spouses in Times Square, New York, after being awarded the Foundation's Award of the Year. Photo courtesy of LT Thomas Huntley.

CG Academy Glee Club Visits Italy

By Ptero Beth Young, aviator 3228



CDR Beth Young is joined by potential Pteros from CGA. See below how they are all fascinated by the Pterogram while standing on the romantic Rialto Bridge in Venice while on a singing tour of Italy during Spring break, March 2010. Pictured at left, the CG Academy Glee Club in Venice's St. Mark's Square. They were accompanied by CDR Young and LCDR Russ Bowman at several stops during the exciting trip. The cadets sang at multiple venues including the Guggenheim Collection in Venice,

Morosini School in Venice, a celebration of Amerigo Vespucci's Birthday in Florence, the US Consulate in Florence, and the Italian Naval Academy in Livorno, Italy.



AirSta Clearwater HU-16 Restoration Project Status Report

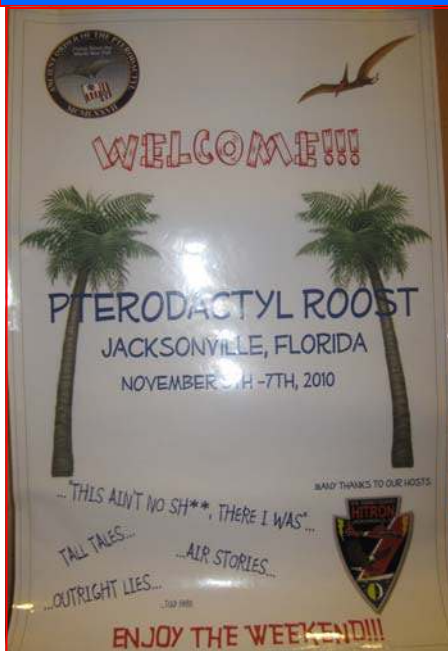


On Friday May 6th, 2011 AirSta Clearwater will be dedicating the Albartross to celebrate the 60th anniversary of the first HU-16 (CGNR 1240) to the CG that was delivered on May 7th, 1951. 1240 crashed from AirSta St. Petersburg March 5th, 1967. A planning committee is being established at AirSta Clearwater & will be looking for prior HU-16 pilots & aircrew members to attend the event along with their photos & memorabilia to be displayed. Additional information will be in *Pterogram* 1-11.



Ye Olde Report of the 34th Annual Ptero Roost, 4-7 November 2010

By Ptero Steve Goldhammer, aviator 1207, with contributions from Ptero Ray Copin, aviator 744, Ptero Fr. Miles Barrett, P-3098, Ptero Gary Gamble, aviator 1826, and Christine Hunt



All of the Pthursday early birds arrived safely in their nest after transiting CG-VFR through several large cells of a nasty cold front. After overnight FROPA, a beautiful, CAVU, 'Chamber of Commerce' weekend ensued. Thanks to the organizing committee and many helping hands, the Hospitality Suite and Ptero Store were up and running full bore in short order.



Pteros Ben Stoppe (L), aviator 1646, and Cathy Sivils, P-2870, convincing Pteros Fr. Miles Barrett, P-3098, and Ben Schaeffer, aviator 803, to buy Ptero stuff.

Renewing of old acquaintances and spinning of tall tales were the tasks of the day.

After what one Ptero described as 'doing a few expanding square searches to find this place,' approximately 51 roost attendees and HITRON personnel

gathered at the NAS Jacksonville golf course on Friday for our annual 'best ball' tournament and luncheon.



A fine time was had by all on a gorgeous day for golf, although one competitor achieved the distinction of hitting a tree (not the same one) on three shots in a row on one hole! Among the wildlife sighted during play were a turtle, a bald eagle, and an alligator warning sign.



Ye Ancient Scribe points out one of the course hazards.

The winning team (\$25 each to spend in the pro shop) was the HITRON crew of Holdridge, Hays, Workman, and Losada with a net of 68.



The winning team with HITRON CO Ptero Joe Baker (2nd L), aviator 2511.

Among the other prize winners were Greer and Hays for closest to the pin, Denton for straightest drive, and Win-

chester for longest drive. CGC Mohawk arrived at mid-day and, due to the rapid river current, was not-so-gently guided to its mooring spot directly in front of the Hyatt by some local tugboats. She and the deployed MH-65C were open for visitors throughout the weekend.

On Friday morning fifty Ptero "touristas" bused south to see the sights at the historic city of Saint Augustine.



(L) Ptero Tom Keane, aviator 1059, tour guide, Beth Keane, and Ptero VADM Dick Herr, aviator 1257.

Pterogram correspondent Ray Copin always thought this was the oldest city in the United States. Now it's described as the "oldest continuously occupied European-established city and port in the continental United States." So much for brevity. Anyway, the city was founded in 1565, 225 years before the Coast Guard, by a Spanish explorer. Guides dressed in olden times garb did their show and tell as we drove past or walked through one interesting site after another, many of them either national monuments or listed on the Register of Historic Places. The Fountain of Youth park -- where we heard of legendary Ponce de Leon -- was followed by the "Nombre de Dios," the first Catholic mission. Structures built in the 1880's by the millionaire developer Henry Flagler included the extravagant Ponce de Leon Hotel, now Flagler College. A highlight of the tour was the Castillo de San Marcos, oldest masonry fort built by the Spanish in the 17th century, later occupied by the British, then the Spanish again, and finally Americans. Under a cloudless sky while atop the fort, we witnessed a scheduled cannon firing demonstration by a contingent of volunteers dressed as Spanish soldiers of old. No actual canon ball was propelled, but the load process, ultimate "boom," and



Pteros Ron Huddleston (L), aviator 1194, Jim Doughty, aviator 729, VADM Dick Herr, Elena Sikorsky, Jim Wilson, Susan Herr, and Jim VanSice, aviator 1777 enjoy the fort tour.

smell of powder were authentic. Lunch at restaurants of our choosing along a quaint shopping street was followed by an hour admiring the exhibits of diverse 19th century decorative arts and fine arts in the Lightner Museum housed in the former Alcazar Hotel, an 1888 National Register building. Busing back to Roost HQ, we made for the hospitality suite for refreshments and then readied for the evening reception.

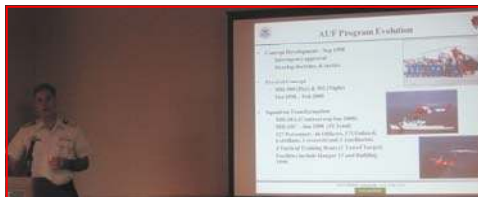
After some more reminiscing and whistle wetting in the hospitality suite, the golfers and other roost attendees repaired to the evening reception where they enjoyed an abundant supply of delicious vittles and were entertained by each other and an impressive DVD of the CGAA's recent accomplishments that was compiled by Ptero 'Bear' Moseley, aviator 743.



Pat Shays (L), Liz Petterson, Eph Shaw, and her daughter, Allison Summey, reminisce at the Friday reception.

Following the reception, those who had the stamina hung out in the hospitality suite until the wee hours.

Saturday morning's activities included two 'Professional Development' lectures. The first very interesting briefing was 'Helicopter Interdiction Tactical Squadron (HITRON) 101' by the CO, CAPT Joe Baker.



He said the only smugglers they can't find are those that are underwater. They have 10 MH-65C's assigned. They have the only aircraft that can do night operations with a Night Vision Goggle Heads Up Display. They tow a Boston Whaler 1,000' behind their Tactical Training boat as a target boat offshore at night. HITRON training is 'Laser Tag for big kids.' They have no operational missions besides drug interdiction. So far, there has only been one incident of narco-terrorists shooting back at their Over the Horizon Cutter Boat. Their first interdiction was in 1999. They have had over 188 cases and seized drugs worth over \$9.5B import value. HITRON stops 10% of the drugs seized in the US. 'Who you gonna call? Coke Busters!'

The second briefing was on 'Cutter-based Unmanned Aircraft Systems (UAS)' by LCDR Jeff Vajda and land-based 'UAS in Homeland Security Applications by LCDR Damon Williams.



Unlike the other military branches, unmanned aircraft in the CG are not a replacement for manned aircraft. 'For the Air Force, the last aviator of a manned aircraft has already been born.' A UAS branch has recently been established at ATC Mobile and the CG has an 0-6 liaison at the FAA and at Naval Air Systems Command. The first CG UAV flew off CGC Thetis in 1999. The UAS requirement began with the Deepwater project. The CG is required to provide Maritime Domain Awareness (MDA) via a certain number of annual flight hours. In the future, CG manned aircraft won't be able to meet the requirements. Starting in 2012, there will be a 54,000 hour gap/year. Besides cost effectiveness, UAS touts its 'persistence' (loiter time on scene) compared to manned aircraft. Eventually, UAS sensors will improve. The only thing the UAS lacks

is the 'proprioceptive' (seat of the pants) feel for the pilot. The new National Security cutters have a 70% increase in area coverage with a deployed UAS compared to the legacy cutter/helo team. Satellites don't cover everything; the UAS gives the ship CO more versatility. The 20th century was the era of manned aviation. The 21st century is the era of unmanned aviation.

On Saturday afternoon, many of the roost attendees visited CGC Mohawk for an up-close look at the MH-65C's armament and a tour of the state-of-the-art bridge that looked like an oversized aircraft cockpit.



Pteros Fr. Miles Barrett (L), Cathy Sivils, Tom, aviator 1077, & Mary Jane Morgan, Dennis Robbins, aviator 1150, and Jean Beacham tour CGC Mohawk.

There was also an impromptu gathering of '70s vintage AirSta Brooklyn alumni at a local watering hole.



Pteros Tom Keane (L), Ben Stoppe, RADM Paul Busick, aviator 1341, Steve Goldhammer, Drew Gerfin, aviator 1531, Dennis Robbins, and Hugh O'Doherty, aviator 1732 at Brooklyn alumni gathering. Pteros RADM Gary Blore and Jim Loomis, aviator 1179, not shown.

To the delight of the crowd, Ptero Hugh O'Doherty, aviator 1732, sang a nostalgic rendition of pertinent verses from his original composition, 'CG Blues.'



Just before the banquet cocktail hour, Ptero Fr. Miles Barrett, P-3098, (a pilot, aircraft owner, and CG senior chaplain at TraCen Cape May), assisted by David Riley, offered a Catholic mass for about 40 interested roost attendees. Fr. Miles kept his sermon short as his father once advised him: 'Make it like an expert Jewish carpenter; hit the nail on the head and stop hammering!'

At the cocktail hour, Honorary Ptero Sergei Sikorsky was heard expressing his amazement at how much CDR Frank Erickson had predicted about CG aviation had come true. He said Frank was '...the Billy Mitchell of CG aviation.'



Honorary Ptero Sergei Sikorsky (L), ASM1 (Ret.) David Riley, Ptero Jeff Davis, aviator 1003, and Ptero Marty Kaiser, aviator 753, chat at reception.

The banquet Master of Ceremonies, Ptero Ray Copin, aviator 744, ran a tight ship and kept things moving right on schedule. Among other distinguished guests, Ptero Prez Mont Smith introduced CDR Bob Hendrickson, Mohawk CO, and recognized quadruple amputee David Riley, ASM1 (Ret.) for his recent receipt of the DAV Outstanding Disabled American Veteran annual award (See P. 5). The stirring invocation was made by CDR Gerald Felder, USN, who served with CAPT Joe Baker at AirSta Borinquen and is now a chaplain at NAS Jacksonville. The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to the Safety Department of

AirSta Los Angeles: LT Patrick Dill and LT Barry Miles, USCG, and LT Joel Cooper, Royal Australian Navy.



Enlisted Ancient Al Peter MacDougall (L), LT Cooper, Ptero LT Dill, aviator 3663, LT Miles, Ancient Al RADM Gary Blore, MC Ptero Ray Copin, Ptero VADM John Currier, aviator 1877, & Ptero Prez Mont Smith.

The Chief Oliver Berry Aviation Maintenance Awardee was AMT1 Frank Fontanez, HC-144A Night Check Supervisor at ATC Mobile.



The CDR Elmer Stone FW Rescue Award was presented to the AirSta Barbers Point HC-130H CGNR 1706 crew: LT David Shook, LTJG Philip Ortega, AET1 Robert Blume, AET2 Michael House, AMT3 Case McCroden, and AMT3 Paul Johnson for saving ten Fish and Wildlife employees stranded on a tiny island in the mid-Pacific ocean in the path of a category three hurricane.



The CDR Frank Erickson RW Rescue Award went to the AirSta Atlantic City crew of HH-65C CGNR 6517: LCDR Sean O'Brien, LT Neal Corbin, AMT2 Ian Berg, and AST2 David Downham for saving four lives from a sinking F/V

90 miles offshore in the Atlantic ocean in dense fog and deteriorating weather.



Next on the agenda was CAPT Joe Baker who congratulated the awardees and thanked Prez Mont and the Pteros for connecting the past and the present and for the CGAA's support of CG aviation. He also thanked CGC Mohawk and her crew for their presence as the centerpiece of the roost celebration. He challenged his fellow AirSta CO's to recruit new CGAA members. He thanked the Ptero sponsors, Chaplain Felder, and the roost planning committee. He briefed us on the mission of HITRON in support of the National Drug Strategy and reviewed HITRON's recent accomplishments.

VADM Robert Parker, Commander, Atlantic Area thanked the Chaplain for his divine inspiration. He said he had some trepidation attending the roost as a Cutterman and commented that he was proud to be among this rich organization. He expressed confidence that the two CG organizations will eventually come together; RW and FW aviators. He touted the teamwork of the aviation and surface communities and said HITRON has been a 'game-changer.' He said if you're looking for orders and you don't like disasters, don't come to his doorstep. He said the future of the CG is very bright.

...Ancient Al, RADM Gary Blore, aviator 1850, said he never heard VADM Parker say so many nice things in a row. He said watching Mohawk dock reminded him of his previous helo deployments: leaving the ship early and then watching her dock from the O-club bar. He recognized the recent passing of CAPT Rod Leland. He talked of the bond created and shared by the Ptero roosts. He said it's a privilege to be the Ancient Albatross and to visit aviation units and the work of the Pteros is always appreciated. He mentioned hearing many great stories in the past few days, some of which are true. He complimented Prez Mont and the CGAA team and the direction it's headed in.

Ptero and CG Chief of Staff VADM John Currier, aviator 1877, reviewed the actions related to the recent CG aviation mishap rate, a period of profound and unprecedented loss. There have been seven mishaps and 16 memorial services in the past two years. He noted the example of courage of ASM1 (Ret.) David Riley and recognized the support of the spouses of CG aviation personnel. He said the preservation of CG aviation history is absolutely priceless and noted the value of the fellowship of the Pteros. He said RADM Blore, CAPT Mike Emerson, and himself have assessed the CG aviation community with five teams, including outside input, to derive the influences that affect the mishap rate. There are no common causal or contributing factors—no direct causation. The mishaps have been in less stressful and more routine environments; they may be related to complacency and other thematic factors. He said the basis of knowledge in systems and procedures are vital for use in extremis and CRM is starting to erode. Accountability is forthcoming. Headwork, focus, and dedication overcome complacency. The aim is to correct the downward trend. We owe it to ourselves to self-police and self-correct. The system doesn't run itself; it requires leadership. The interest of senior leadership is the focus of the junior personnel. He is committed to building the professional aviation community based on the legacy of former aviators and Pterodactyls.

CDR Miles Barrett, mentioned above, gave an inspirational Benediction.

Ptero Frank 'Pop' Shelley, aviator 633, began the Sunday business meeting by reading the Airman's Prayer. Then Ptero Ray Copin read a long list of members who logged their last flight within the past year. Ptero Ben Stoppe, aviator 1646, gave the Ptreasurer's report. We have signed on 160 new life members since Prez Mont assumed his duties three years ago. Ben suggested the need to raise annual dues due to increased CGAA operating costs, especially for producing the Pterogram. Ptero Merrill Wood, aviator 700, suggested distributing the Pterogram electronically [*It's already available on the Ptero website, aoptero.org...Ed*] and including a request in the next Pterogram soliciting those who desire electronic delivery. Ptero Bob Workman, aviator 914 suggested soliciting contributions by mem-

bers to our many special projects. Ptero VADM Howie Thorsen, aviator 776, asked what is our minimum net worth to start worrying about raising dues and what are we saving our net worth for. He said he's not worried about the CGAA losing \$3-4K/year. As an example, Ben mentioned the cost of funding the Phoenix Project, the HH-52A for the Smithsonian. Prez Mont said some fixed costs are rising and income is dropping. He wants retired Flag members to help him generate increased sponsorship funds. Most of the dues go to paying for awards and other things we do for the CG. He said any suggestions will be taken under advisement and that the CGAA can't continue to support the enormous number of recent memorial services at the same level. We have a fiduciary responsibility as a 501C3 organization. We also need to satisfy all legal requirements and create negotiated contracts for our efforts. He prefers to donate CGAA funds to academic scholarship programs than to memorials. Ptero Cecil Berry, aviator 910, suggested the organization just support the aviation memorial at Elizabeth City. Ptero Ray Copin said he agrees with not raising dues at this time and not cutting back on the number of Pterogram hard copies. Prez Mont suggested members adding a grant to the CGAA in their wills and donations to the CGAA by those who became life members when it was a bargain. Ben reported that, among other recent contributions, the lockwasher is still in the Petty Cash fund. Ptero RADM Rudy Peschel, aviator 1146, donated a 1971 ATC Mobile barracks commemorative coin to the Petty Cash fund and related the story behind the coin.



Ptero Gary Gamble, aviator 1826, briefed on the Mobile 2011 roost on the weekend of 11 November and said that, so far, everything is engraved in jello. He also gave a Communication report on the Ptero website. He said he needs volunteers to maintain the History website

and also to manage the new Flickr site [*Any of you who know what that is should definitely volunteer!...Ed*].

Ptero 'Bear' Moseley, aviator 743, reported on his Chronological History of CG Aviation project. It will be for sale on a CD/DVD and is a great recruiting



tool; all profits will go to the CGAA.

Ptero Bob Workman briefed on the Centennial of Naval Aviation book he's writing based on over two years of research at the National Archives. He said there's a lot of stuff the CG did that the Navy infers that they did, especially regarding Elmer Stone, and he's setting the record straight. All royalties will go to the CGAA for restorations.

Ptero Frank Manson, aviator 395, was recognized as the longest designated CG aviator at the meeting. Ptero Tom King, aviator 1775, briefed on the Museums and Artifacts activities. He made a pitch for old CG aircraft flight and maintenance manuals and reported the status of the Logbook Capture project contributions. He said the Winter Island Park officials want to establish a CG aviation museum at AirSta Salem.

Ptero RADM Bob Johanson, aviator 869, updated us on the Phoenix Project. There is a meeting in November with ALC to establish a project action and restoration plan. Project completion is planned for 2012 or 2013 then donation to the Air and Space Museum. The role of CGAA volunteers and which airframe to restore need to be determined. Also, some CG-authorized funds need to be obtained. He said there's strong support from CG senior leadership for the project and he's looking for volunteers.

Ptero Art Wagner, aviator 769, briefed on supporting the CG budgetary process. With the help of the Navy League, planned FY2011 CG cuts have been restored. Homeland Security is only 1% of the Federal budget, and the CG is part of that 1%.

Ptero Mike Emerson, aviator 2799, briefed on CG aviation activities and restoring CG Flight Safety. He said it's

been tough for aviation personnel to keep up with the rate of technology change in CG aircraft models and missions. More mentoring is needed to improve professionalism. 'UAS's are unmanned, unfunded, and unappreciated.'

Ptero Ray Copin briefed on his resolution to recognize the CG and CG Auxiliary floating and aviation assets that assist CG aviation training. His resolution was unanimously approved. [See P. 21...Ed]

Prez Mont briefed on the pending 'Ptero Ptales' book and solicited additional contributions of stories. He expressed his pride in the CGAA and the need for more enlisted participation/membership. He challenged all of us to bring a non-member buddy to the Mobile roost to build the association. He encouraged us to keep our energy levels up and find new officer candidates for the Board. The Secretary and Executive VP slots are now open. He said he's walking away from the presidency at the next roost and hopes there's a person waiting to relieve him. He noted that any human being runs out of altitude and attitude once in a while.

The great farewell Oktoberfest picnic was graciously provided by CAPT Joe Baker and his wonderful wife, Irene, in the beautiful backyard of their home at NAS Jacksonville on the bank of the St. John's river.

Looking forward to seeing y'all at the 35th roost in Mobile next year!



Ptero 'Bear' Moseley, Lucinda Richardson, and Ptero Billy Richardson, aviator 745 (all with their backs to the camera), along with Peggy Hoyland (seated in red) Ptero Bernie Hoyland, aviator 714, Ptero Joe Baker, Irene Baker, and Ptero Marty Kaiser enjoying the 'Oktoberfest.'



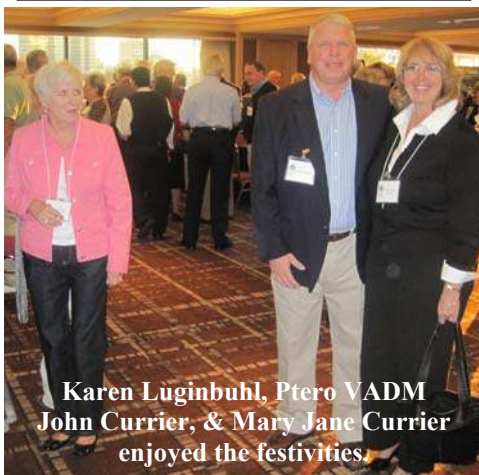
Tireless workers Irene Baker (L), Ana Buchanan, and Lisa Goulet serving Ptero Art Ross, aviator 1142 at the Hospitality Suite.



Intrepid golfers Pteros Jim Osborn, aviator 835, Billy Richardson, and VADM Howie Thorsen.



Pteros Hugh O'Doherty (L) and Bob Kline, P-3168, swap stories.



Karen Luginbuhl, Ptero VADM John Currier, & Mary Jane Currier enjoyed the festivities.

CGC Mohawk as seen from Hyatt Regency.



(L) Ptero Steve, aviator 1479, & Kathy Sipes, Theresa & Ptero Dave Arnold, aviator 1866, & Ptero Jay Crouthers, aviator 1360, & Christine Hunt at the reception.



Ptero Bob, aviator 914, and Gail Workman, Peggy and Ptero Bernie Hoyland, and Edda Ross reminiscing at the reception.



Ptero Cathy Sivils in her 'Bunny' costume gathered a crowd aboard Mohawk.



One of many banquet table decorations created by Ptero Ray Copin.

More Roost Photos on pg. 22...Ed.



AIR STATION HOUSTON

By Ptero Brian W. Seekatz, Aviator 4273



As the nation's fourth largest city and second busiest port in terms of total tonnage per year, Houston, TX has more than its share of coastal traffic with over 220 million tons of cargo shipped in more than 7,700 vessels in 2009 alone. Add in the high number of recreational boaters and beach-goers in the Houston and Galveston area and you have a tall order for the men and women of Coast Guard Air Station Houston. The Texas guardians have their work cut out for them standing watch over 225 shoreline miles, extending as far southwest as Matagorda Bay, TX, and east to White Lake, LA. The airta employs their three MH-65C "Dolphin" helicopters daily in search and rescue (SAR),



homeland security (HLS), ports, waterways, and coastal security (PWCS), and, most recently, airborne use of force (AUF) missions.

Founded in 1963 with only seven pilots, 18 enlisted aircrewmen, and two HH-52 helicopters, AirSta Houston has come a long way in the last 47 years. In 1987, the AirSta moved from the south end of Ellington Field to its current location at the north end of the field. The airta has a proud history answering the call to action in many forms; whether it's hoisting NASA's Gemini astronauts during their egress training, or pulling people from rooftops, trees, and other places of peril in the numerous hurricanes that have struck over the decades. As the oil capital of the country, Houston has also had its share of spills and mishaps. In 1979 the unit responded to a collision between the *Burmah Agate*, a tanker carrying 16 million gallons of oil, and the freighter *Mimosa*, saving 27 crewmen and flying 115.6 hours searching for the remaining crewmembers. The fire from the wreckage burned for 69 days. As times changed and the CG modernized its fleet, Houston received its first HH-65A helo in 1989 and bid farewell to the HH-52A. Hurricane Ike, wreaking havoc on southeastern Texas in 2008, called upon the CG's SAR services once again with 59 lives saved and a total of 115 hours flown in response.

Currently, Air Station Houston is as busy as ever answering the call to its primary mission of search and rescue but is also developing its role as a ports, waterways, and coastal security (PWCS) airborne use of force (AUF) asset. A relatively new addition to

the CG's toolkit, AUF was first looked at in 1998 when the CG estimated it was stopping less than ten percent of the drugs entering the U.S. by sea, and created a concept team of 10 volunteers flying MD900 Enforcer helicopters to support the drug interdiction mission. During the concept phase, the Helicopter Interdiction Tactical Squadron (HITRON) stopped all five drug-runners encountered, capturing 2,460 lbs. of cocaine and 7,000 lbs. of marijuana, valued at over \$100 million with all 17 suspects arrested. Needless to say, the program was a success and HITRON was made a permanent unit, using leased MH-68, Augusta 109E helicopters. In 2008, the lease on the MH-68's ended and the CG adapted its HH-65C's to carry on the AUF capability, reborn as MH-65C's. In support of AUF, the MH-65C includes a much more comprehensive communications and sensor package than the HH-65C. While HITRON continues its drug interdiction mission in Jacksonville, FL, Air Station Hous-

ton is developing its AUF capability, flying an average of eight to ten training missions a month. These missions hone essentials skills such as marksmanship, decision making, and tactical maneuvering. Houston AUF is intended for use primarily in the PWCS mission; however, AUF is a capability that may prove invaluable in future missions as the role of the Coast Guard



changes over time, staying true to our motto, "Semper Paratus," always ready.

With the year drawing to a close and the annual standardization visit complete, air station members are busy finishing aviation mins and mandated training, yet looking forward to a well-earned holiday season.

Houston's weather is finally cooling off, and our aircrewmen are dusting off their dry suits as the water temperature finally drops below 70 degrees. The airta held its annual chili cook-off, the winner being AMT1 Fred Petrat, ousting second place chef AMTCM Craig Potts from the coveted title of champion chili cook. Air Station Houston wishes all Pteros a happy holiday season. Fly safe!



The Saga of SC-130B CGNR 1339

The Early Years – Ptero Captain Art Wagner, USCG (ret.), aviator 769

In the late 50s, the Commandant's Personal Aide and Pilot and WANAP pilots flew the Martin RM-1Zs for domestic VIP travel. When it came time to transport them internationally, the R5D-3 CGNR 9147 at Elizabeth City (former secretary of the Treasury's aircraft) was used and the Air Station provided a young navigator. In November of 1959, I was the designated nugget navigator for Pilot Dave Bates and Copilot Chris Weitzel for a trip to Europe with the Commandant. Departing DCA on the 18th, it was 4.0 hrs to Argentia (NWP), 45 min to refuel, then 8.5 hours to London/ RAF Northolt, all below 10,000 ft (unpressurized) in the clag and at night. Challenging navigation indeed. After a week of meetings, it was on to Paris, Barcelona, Madrid, Lajes, Argentina, DCA and home to ECG.

About that time, the first HC-130B, CGNR 1339, arrived, and believe me, it was quite the sensation.



The enclosed picture, taken from a grounded Navy P5M, is a study in CG aircraft contrast. Only a handful of pilots and crew were qualified, and the aircraft was off limits unless you had been to AF school (we called them the pressurized ones). As I recall, Lloyd Kent, Glen Thompson, Don Nystrom, & Bruce Dewing were amongst the early ECG pilots. Willie Sutton, Don Parks, Fred Honeycutt, George (?) Linkous, Don (?) Hilmer and Herbie Price were some of the crew members I recall.



1339 in Newfoundland

The aircraft was to be used as a long range search machine, cargo hauler, and, with the Miami Airmotive designed VIP Pod for the interior, it would be the Comdt's international transport. The pod could be installed in about 40 man hours, and transformed about 30 ft of the 41 ft interior into a very plush interior. Toilet facilities and baggage areas filled out the rest of the fuselage. The area between the square pod and the round fuselage made a great "stash" spot.

Being the Comdt's pilot, Dave Bates became qualified, and in one of those points that redirect your life, indicated that he wanted me to be his navigator on all trips. So, in April 1960 it was off to Sewart AFB in Tennessee for three weeks of ground school and two weeks of simulator training. Bob Carlston from Barbers Point joined me. After a couple of local training flights, I was cleared to go, and in June, Dave, Al Guillemette and I launched for Liege, Belgium, via Argentina. To say this crossing of the pond at 30,000' plus was different than that of the R5D at 8,000' is an understatement! Stops in Evreux AFB, Antwerp, Northolt and Shannon completed that trip.

In August 1960, Glen Thompson, Don Nystrom, and I were assigned to carry high priority LORAN C cargo from Sperry on Long Island for the new stations in Alaska, and a replacement horizontal stabilizer for a damaged Kodiak UF2G. Since this was to be the first use of the 1339 for cargo and we anticipated being both "cubed out" and at maximum weight, the crew outlined the 10' x 41' floor on the tarmac at CGAS Brooklyn. They then juggled the boxes around until they got the desired load.



1339 on CGAS Brooklyn Ramp
Uploading LORAN Cargo

The "B" did not have the rail system, so then it was a "Johnson Bar" brute physical effort to complete the load out on the aircraft. The Malmstrom AFB, NAS Whidbey Island, NAS Kodiak, NAS

Adak, Saint Paul (gravel strip), Shemya AFB, CG LORSTA Attu, Adak, Kodiak, Whidbey, Anacostia, Elizabeth City trip was completed in 12 days. Flight planning with the cargo was complicated by the fact that jet fuel was not as well distributed as it is now. For example, the Air Force maintained a 130,000 gallon rubber bladder of JP4 at Shemya for emergency (and CG) use. Adak and Kodiak were the only other spots with JP available. In the states, you were pretty much wedded to the military fields.

In September, Lloyd Kent, Bruce Dewing, ADC Herbie Price, and crew



Ron Kollmeyer, Art Wagner &
Don Nystrom - NAS Adak.

took another high priority load to Attu, and aimed at setting a long distance record for the HC-130B on return. Motor-ing over to Shemya, they loaded some cold JP4, and headed for Elizabeth City non-stop. Granted step climb clearances across Canada, they ended up over Washington DC at 41,000 ft and started a two-engine coast down to ECG, just beating out a hurricane skirting the East Coast. As far as I know, that 5,000 + mile record still stands for the "B".



CAPT A.E. Harned welcoming LCDR
Lloyd Kent & ADC Herbie Price to ECG.

In October, it was off to Honolulu with a VIP passenger load; December, a cargo haul to Honolulu; January 1961 to Kure Island with more LORAN C gear;

March on a swing through Europe (London, Wiesbaden, Bremen, Bonn, Paris, Naples, Madrid, Geneva, Athens, Rhodes, Wiesbaden, Shannon, Argentina); August to Nome and Port Clarence for the new LORAN C station there, landing on the unprepared dirt strip before paving; and one last trip to Honolulu with Glen Thompson and Dave Bosomworth before transfer.



Offloading LORAN equipment at Attu.



Building LORSTA Port Clarence airstrip.

The early days with a new aircraft were sometimes plagued with chronic problems, such as starter shaft failures (always carried spares), and unusual events such as raising the gear and losing the entire utility hydraulic system (the main mount severed a hydraulic line in the wheel well) and having to crank down the mains and pump down the nose gear with the forward cargo door hand pump. Spares were a problem if you had a failure away from home, as C-130s numbered in the low hundreds then. Landing at Whidbey one time, we took a foot-long screw driver in a main tire, through 22 plies. We anticipated a long wait for a replacement, but we discovered we could use a Navy P2V tire.

We also learned not to climb to 30,000 ft on short flights to civilian destinations and then have to work down the "stack" with all of the reciprocating engines below us. On long hauls, we climbed as high as possible and nearly always made it to the left coast non-stop. Penetrations to military bases were always a thrill with gear and



Landing on dirt at St. Paul Island in the Pribilofs.



1339 on Elizabeth City ramp—1961.

flaps down. On VIP flights, as soon as the Comdt stepped aboard, we started numbers 1 and 2 simultaneously and started taxi; not quite kosher, but snappy. Like many C-130s, the 1339 certainly earned her keep in those early years, and had a long and distinguished career. If only they could talk!

Requiem for a Proud Lady – Ptero ***CAPT Mont Smith, USCG (ret.)***

When I encountered 1339 in October of 1983 she had just been ferried from CGAS Barbers Point to AR&SC Elizabeth City for structural inspection and disposition. She proudly wore the gold numerals of the "senior-most C-130 in the Coast Guard fleet," but her days were numbered. The structural engineers had determined she had a cracked main wing spar. Headquarters authorized a



1339 uploading cargo in 1980s paint scheme.

one-time flight to the boneyard at Davis-Monthan AFB, in Tucson, Arizona. I was then Ops Officer at CGAS Elizabeth City. We were directed to make the flight at 10,000 feet MSL or lower, unpressurized, and with minimum crew. The B-models could only hold a maximum of about 42,000 lbs. of fuel. At low altitude, the Herc burned about 5,800 lbs. an hour. To keep the wing loading

down and reduce stress on the spar, we carried a 4-hour fuel load and planned to cruise via the Victor Airways at altitudes of about 5,000 feet AGL. LCDR Bill Schleich (A/C), myself (F/P) and AD1 Dan Lehman (F/E) were the ferry crew to take HC-130B 1339 to her final resting place.

Our route of flight took us westward, south of the Guadalupe Pass (the southernmost precipice of the Rocky Mountains). This was what we called the "southern ferry route" for helo. We hoped to avoid mountain wave turbulence if we stayed far enough south of the El Capitan peak heading west into El Paso. This was not to be. As we approached the flat west Texas terrain south of the pass, we gradually climbed to about 2,500 feet AGL (7,500' MSL). Suddenly, we were hit by a severe jolt of turbulence that made the aircraft feel like it was hit a single blow by a giant sledgehammer. I think all three of our hearts stopped in unison, but she flew on. We looked at each other sheepishly...cracked wing spar indeed! We landed at El Paso International and uploaded just enough fuel to make it to Tucson with a suitable VFR reserve.

On arrival, we were met on the flight line by a young AF Captain driving a blue pickup truck. He asked if we were "for the boneyard." After we gave him a thumbs up, he said, "Come on, I'll give you all a lift to Base Ops." "In just a few minutes," I replied. "We're removing the yokes and data plate from the aircraft." "Hey, you can't do that! These airplanes are often re-sold to foreign militaries." "Not this one," I replied. "She's got a cracked wing spar. She's no longer airworthy." "Well," the Captain stuttered, "I've got to have a signature. Those are official aircraft parts." "Sure," I said. "Where do you want it?" He proffered a DD-1149 form. I signed it. "*Washington J. Irving, CDR USCG.*"



[See P. 10 of *Pterogram* 3-09 for a picture & story of the plaque that displays the above yoke & data plate & P. 16 of *Pterogram* 2-10 for a related story...Ed]

Ptero, Priest, Aircraft Owner, & USN Chaplain Serves with CG at TRACEN Cape May



Ptero Fr. Miles Barrett, P-3098, CDR, USN Chaplain Corps, in his CG Hawaiian shirt by his Piper Arrow at Cape May County Airport. *[Fr. Miles attended his first roost this year...Ed]*

A USCG Dolphin flight crew invited me to join them on the afternoon security run from AirSta Atlantic City up the shoreline at 500' to New York City and back. Ocean shoreline wave action below and a perfect VFR day was only made better by the best flight crew and tour guides – USCG Guardians. They pointed out the historical sites along the way; circled Lady Liberty in the harbor then flew up over the bridges and down the East River before checking out a suspicious cargo ship inbound. Trump Plaza was back in sight as they were cleared to land. I thanked them for taking a chaplain along for their normal day's work; and I returned to TRACEN Cape May, NJ where I'm blessed with the future Guardians being formed by the best Guardians the CG has. My name is Miles Barrett and this is a short story that brought me to the CG family.

As a Roman Catholic priest who didn't enter seminary until he was 5 years into teaching grade school, high school and college vocal/instrumental music, some call me a 'retarded vocation'; and, being a 'little slow' has been good. I've savored every moment in the military ministry as a gift. I share with weekly recruits at their Chaplain Indoc that I went through 'boot camp' or Basic Chaplain Course at age 36, and they're going to make it!!! Then, as a Navy Reserve Chaplain, I didn't see my Bishop from Sioux City, IA release me to Active Duty until I was age 41. The Navy Chaplain detailer assigned me to my first of three US Marines tours, 1st in Kaneohe Bay Hawaii (Artillery), 2nd Okinawa Japan (Division), and 3rd

Cherry Point NC (Second Marine Air Wing). The 2 ships, USS KITTY HAWK CV63 and BONHOMME RICHARD LHD6, were fantastic ministry too. 9-11 found me as duty chaplain, Ethics Chairman, and on duty in ICU in the National Naval Medical Center Bethesda, MD. The second Gulf War found me on the bridge of the BONHOMME RICHARD LHD6 8 miles off Kuwait at 0315 with 23 year old LTjg Parks as the Naval female Officer who had the CON and gave commands to an 18 year old female Seaman at the helm steering the 884' vessel with its 26 Harriers, 3 LCAC, 3 helos, 1200 sailors and 1800 Marines onboard. Chaplains 'deck-plate-ministry' is visiting folks on every deck all times of the day and night. I often wonder if Americans know how much our youth of today are doing and giving. I returned from the Gulf in 2003 and the detailer assigned me as the 1st Ethics Fellow at the US Naval Academy and let me stay on as the senior Catholic Chaplain and 4th and 5th Battalions Chaplain. An opportunity to serve the Marines in Iraq opened, so I served with the Marine Air Group 14 and went Individual Augment (IA) to Second Marine Air Wing Forward in Al Asad Airbase, Iraq. Army and Marines had no Catholic priests for the 5 chapels on Al Asad Airbase and 17,000 serving there; as well out around An Bar Province which is the size of the state of Utah, and Chaplain visits were greatly appreciated. That let me get out flying day and night via 53E helicopters, or convoying in 7-tons, HUMVEE, and sometimes Bradley track vehicles to small outposts around the An Bar Province to the true American Idols - heroes of today.

Over the years, my thirst for flight has led me to experience America's great military pilots and flight crews in peacetime and in war who let me enjoy stick time. As a chaplain, flying with the crew establishes a trust and relationship many civilian pastors never know. Being 'under instruction' at the yoke, I've been blessed dozens of times with "that second greatest thrill known to man....flying" – being catapulted off aircraft carrier decks in F-18, E2-Hawkeyes, S-3 dozens of times; or able to practice with a two seat Harrier while the instructor transitions a student in the

single seat Harrier to drop inert bombs on a practice barge in NC; or fly missions in Iraq in an Electronic Warfare Prowler and share their capturing 20 enemy below who were using a front end loader to distribute supplies such as IED, Rocket Propelled Grenades and tank mines; or fly day and night with those impressive night-vision goggles in a C-130J tanker over Iraq air space distributing 58,000 pounds of fuel to other aircraft so they can stay on station. I've had a pilot's license since February 1979 and today fly a Piper Turbo Arrow III to visit family and friends. I've never flown anything more complex as the AV/8 Harrier; but helicopter or fixed wing – they are all a miracle to behold in the CG and other military flight crews' hands. What exemplary professional teamwork – outstanding skills that aviate, navigate, and communicate safety first, it's always a treat. Most Americans have no clue how hard these young heroes work 24/7 in good weather and turbulent lightning flashing storms. I've been on both delivery and receiving ends of the tanker at 25,000' slicing the air at 250 mph; and landing on a moving pitching rolling deck at 120+mph and thank God for the technology we have today. Still, it's the people that make the machines come alive and complete the missions. It's the air and ground teams that make the safely completed mission and that is everyone; the family back home is in every heartbeat and just as much part of the team. One team, one fight! CG family is very keen on that awareness due to its smaller intimate size. The Spiritual strength breathing life into that 'nucleus of society' the 'domestic church' as Vatican II called it – the family's honor, respect and devotion to duty is God. May God continue to bless our Coast Guard family.

Every day is a day of gratitude and rejoicing for having the privilege, the honor, to serve with America's finest ... providing for my own faith tradition as a Roman Catholic priest, facilitating for others and caring for all. This is my first tour with the CG. It has been so blessed and such a fruitful ministry. I hope to enjoy TRACEN Cape May until the Navy forces me out at age 62 in a couple of years. Until then, SEMPER PARATUS!



Mail Call!

This issue's mail is brought to you by C-123B CGNR 4705 operating out of AirSta Miami in the '70's.

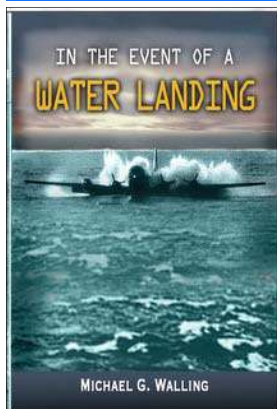


Heartfelt Roost Thanks

I wanted to thank you and the rest of the Pteros for providing such a wonderful atmosphere at this year's Roost in Jacksonville. Our C130 aircrew that was honored with the Elmer Stone Award returned in awe of the entire event. Everyone, especially the enlisted members, commented on how welcoming and considerate everyone was, from the active duty flags to the many retired flags and aviators in attendance. They enjoyed all of the activities and to a person, stated that they felt humbled and privileged to be recognized by such an amazing group. It was especially gratifying for them to have family and friends present at the awards ceremony. The Roost certainly made a mark on their lives that will be felt for a long time to come. Mahalo for your leadership and mahalo to the Pteros for being who they are! Semper Paratus!

Ptero Jack Vogt, aviator 2884,
CO AirSta Barbers Point

New Book About Aircraft Ditchings



'In the Event of a Water Landing,' my new book about aircraft ditchings and air/sea rescues is now available! 'In the Event of a Water Landing' tells for the first time the full stories of

the Bermuda Sky Queen and Sovereign of the Skies rescues, the only two completely successful open ocean ditchings

in Commercial Aviation history. Between these two are tales of other ditchings as well as the journey we humans have undertaken from the beginning of transoceanic flight to today including a full chapter on Ocean Stations.

Using the voices of passengers, flight crew, and those who rescued them, an amazing tale unfolds. Their vivid memories, interspersed with contemporary news reports, flesh out the unemotional entries from official investigations. If you'd like an autographed or personally inscribed copy please either order it through www.cutterpublishing.com or send me an e-mail at mikewalling-guscg@yahoo.com. Be sure to specify the way you want the book to be inscribed or if you only want it to be signed. Unsigned copies of the book are available on www.amazon.com. For those of you who like e-books, Water Landing will be ready in multiple formats (Kindle, iPad, mobi, etc.) the 1st week of November.

Michael G. Walling
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History Revisited

On Friday mornings 0800-0900, retired men of my church meet in a conference room at the church, not for services or even coffee, but just to share under long standing mutually understood rules. No prayers or eats, start promptly at 8, finish promptly at 9, rotate leadership with presentations on any subject (no politics), general discussion, no organized projects for the group, no attendance taking, no penalty for not attending, etc. Not every member attends but generally 12 to 20 do, and the sharings cover many interesting subjects because of the wide ranging professional and personal experiences of each fellow. Over the years I have given several presentations, mostly about the CG. Last fall a friend who happens to be a non aviator member of the CGA '50 class suggested that sometime I present the story of CG aviators in SE Asia.

So, I've been preparing on and off to do that and did recently. It was enjoyable and very well received. Several very experienced flyers with military combat experience were present and their favorable comments and engaging questions made it obvious that

their eyes were opened and that they left with a newfound appreciation of CG aviation. I projected scans of about two dozen images from the 2004 special edition Pterogram, related a few of the stories therein, and included a showing of the segment of the 2009 musical tribute to veterans by the USAF band which recognized Lonnie Mixon as CG representative. Preparation did take a little effort but it was not particularly time consuming. And setting up and presenting was not difficult and, frankly, fun.

Somehow we ought to prod members to get out into the community and do similar things as the above, with or without provided materials from the association (every member already has enough material in their minds and in Pterograms and from our web sites...only their imagination limits their capability). Over the years I have made "featured programs" to MOAA dinners, ANA lunches, yacht clubs, etc. mostly about CG aviation but a couple of times about CGC EAGLE and the Academy. None of these took a lot of time. Maybe others do this more than I know, but I believe whatever is done could be magnified many, many times to the benefit of the association and the Coast Guard.

Each Pterogram should provide a reminder brief on one of the past inductees in the Hall of Honor. It would take a few years to get through them all and then repeating the rotation would be well in order to not only keep the history and accomplishments in mind but to inform the new members. I think it's unfortunate that often the substantial attention on an inductee that occurs at the time of induction quickly fades from notice once the new plaque is mounted.

Ptero Ray Copin, aviator 744

Ptero Brad Bean, Aviator 2460, Remembrance

I was saddened by the update on Ptero Brad Bean, Aviator 2460. What follows is a short "sea story" about him.

Thanksgiving Day, November 28, 1989. I was a young first class stationed at CGAS Savannah having just completed a tour of Instructor Duty at the Aviation Training Center, ASM "A" School, Elizabeth City, NC. I spent four years from 84' to 89' getting myself and ASM "A" School students ready for the rigors of [See 'Mail Call' on P. 21]



July 19, 2010

CDR Benjamin J. Stoppe, USCG (Ret.)
Treasurer
United States Coast Guard Aviation Association
Post Office Box 222905
Chantilly, VA 20153-2905

Dear CDR Stoppe:

The Coast Guard Foundation recently received your extremely generous gift of \$5,000.00 which will be directed towards the Family Disaster Relief Fund. The entire Coast Guard family is grateful for your support in this time of tragedy.

Your commitment to this fund allows us to provide financial support for the families of men and women of the Coast Guard who lost their lives while courageously serving our country. Given the recent tragedy, your gift makes a difference now more than ever.

On behalf of those who benefit from your generosity, thank you for your continued support.

Sincerely,

Anne B. Brengle
President

Thank you all so very much!

Son Gets Silver Ancient Mariner Title

Coast Guard Master Chief Petty Officer Steven B. Hearn assumed the title of Silver Ancient Mariner from Master Chief Petty Officer Richard S. Vobornik in a ceremony at Yorktown Coast Guard Training Center on Aug. 26. His father, retired CDR John R. Hearn Jr. of Portsmouth, was the service's Gold Ancient Mariner from 1985 to April 1987. The Hearns are the first father and son to have held the Ancient Mariner title, albeit at different times, since the program's inception in 1978.

The honor recognizes the officer and enlisted person who have held the distinction of cutterman longer than any others currently serving. Recipients must "personify and uphold the core values of honor, respect and devotion to duty," according to a news release. Officers are given the gold title and enlisted personnel the silver.

The younger Hearn is officer in charge of the cutter Kankakee, homeported in Memphis, Tenn.



AirSta Port Angeles Changing Status

By Rob Ollikainen, Peninsula Daily News

CG Group/AirSta Port Angeles became Air Sta/Sector Field Office Port Angeles on 30 July. A small ceremony for CG personnel was held. The change is part of a regional reorganization and consolidation into Sector Puget Sound. It is a part of a CG-wide modernization to streamline the organization. CG officials say the name change will have no effect on the Port Angeles station or its response capabilities. The CG base in Port Angeles has held the "group" title since 1944. "These changes will better allow the CG to carry out its wide range of operational missions and better serve the boating public and maritime industry in Washington with one CG command and control system," according to a CG statement released on 28 July.

Ancient Albatross Rear Adm. Gary T. Blore, 13th Coast Guard District commander, said one CG captain will have authority in all of Puget Sound and the Strait of Juan de Fuca. "I want to assure you that this is a much better way to affect command and control than it has to do with any loss of units or presence in this area," Blore said during a change of command ceremony last week in Port Angeles. "In fact, you won't lose any units." Stations Quillayute River, Neah Bay, Port Angeles and Bellingham will remain online and be ready to respond to any task. It is simply a better and more effective way to do command and control."

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VADM Walter B. Massenburg, USN (Ret.)
RADM Steven Tomaszewski, USN (Ret.)

3 August 2010

CAPT Mont J. Smith, USCG (Ret.)
President, Coast Guard Aviation Association
P.O. Box 222905
Chantilly, VA 20153-2905

Dear Captain Smith,

Please accept our appreciation and thanks for your generous contribution to the Association of Naval Aviation Philip H. Jones Naval Aviation Scholarship.

It is fundamentally important that we work to secure the education of our youth. Moreover, it is one of our greatest duties that we do so for the children of our comrades who have fallen while serving. Your generous donation to the Philip H. Jones Naval Aviation Scholarship clearly shows your understanding and support for those ideals.

We applaud the Coast Guard Aviation Association for their generosity and we look forward to your participation in the Philip H. Jones Naval Aviation Scholarship program

Please retain the receipt at the bottom of the page for your tax-deductible contribution.

Most sincerely,

Wally
Walter B. Massenburg

We really appreciate your generosity!

Association of Naval Aviation, Inc.
1446 Waggaman Circle
McLean, VA 22101

This receipt recognizes a cash donation to The Association of Naval Aviation, Inc., Federal EIN: 84-1720846. The Association of Naval Aviation, Inc. provided no goods or services in return for this contribution. Please retain this receipt for your records.
Amount \$ 1,000.00

SARWET (Sea Air Rotary Wing Evacuation Team), The History of the CG Rescue Swimmer Program's Predecessor, and the Struggles It Overcame by Ptero Eugene Baumann, Aviator 694



The SARWET team in front of their HH-52A

When the film *The Guardian* came out several years ago, I'm sure it made many people aware that the Coast Guard had a rescue swimmer program. In 2006, the book *So Others May Live* by Martha LaGuardia-Kotite also spread the word about the Coast Guard rescue swimmer training program that was initiated in the mid-eighties.

Be it known that some years before, Coast Guard Air Station San Francisco created a similar program on their own initiative. They called it SARWET. At first blush, on seeing or hearing "SARWET," one may envision Search and Rescue (SAR) in a very wet environment. True! That is what it was all about, deploying a rescue swimmer from a helicopter. SARWET, however, is an acronym for Sea Air Rotary Wing Evacuation Team. The concept of SARWET was that of then-Aviation Electronics Technician 2nd Class William Thrall. The acronym was thought up by one of the founders of SARWET, AE3 Brian Lansburg, and later a SARWET patch was drawn up by William Waits, a SARWET member.

The story begins in 1970, when the SAR alarm went off and the P.A. system blurted out, "Put the ready helicopter on the line." We had a case of a 13-year-old girl who had been walking with several friends along the ocean shore approximately 40 miles south of San Francisco. They entered a cave they discovered, but an incoming tide began filling the cave with water. Her companions were able to escape, but the girl was trapped. The helo arriving on scene could do nothing. Hamilton Air Force Base then provided paramedics who deployed; but to no

avail. By the time they arrived, six hours had passed. Sadly, it was too late.

This got AT2 Thrall thinking that if we had rescue swimmers aboard the helo initially, we possibly could have effected a rescue. HH-52 crews traditionally had a crew of three: pilot, co-pilot and a crewman to operate the hoist. Thrall notes in his oral history that "of the three, only the co-pilot could be dispatched into the water, but only if the pilot authorized it and the co-pilot was willing and able." It was Thrall's contention, "that if the Coast Guard had had personnel trained to leave the helicopter and act like a lifeguard, that girl could have been saved . . . could have been rescued on the first trip to the cave."

During the summer of 1970, one of the aviators approached me with Thrall's idea. I was the operations officer. The idea sounded good, but I was up to my eyeballs in SAR and other commitments and thought, "How can we squeeze this in?" We kicked it around with Engineering. We thought (like many of us did in those days), "there is always a little hide left." We took the idea to the skipper, Captain Charles Larkin, who liked it and approved.

The program went ahead with Thrall at the helm. It had a long way to go to become operational. As with all new programs, it had its naysayers, and Bill was only an E-5. Many told him it couldn't be done. Nevertheless, he gathered volunteers from various aviation ratings, drew up a program and began training, initially concentrating on physical fitness and swimming. The Medical Department provided first aid, CPR and shock-trauma training. I merely provided a helo when I could. Then they would fly to the coast, deploy from the helo, swim through the surf to shore, swim back to the helo, get hoisted and do it all over again. They learned what they could or could not do with a victim in tow. Our public relations officer, Lieutenant Commander Sam Wawrzynsky, arranged for training with the Air Force and was instrumental in getting media coverage.

Some of the volunteers had to quit as they weren't strong enough swimmers or had back problems. A few decided it just wasn't for them. Others thought

SARWET would get them out of work and into something easy. SARWET was anything but easy! More saw it as a challenge and wanted to join. They still had duties of their ratings to perform, so their training was done mainly on their own time or on free weekends. The program evolved as it went along. They learned as they went. Those guys did it themselves! It was a "bootstrap" operation with no funding—and it worked. In Thrall's words, "We were SARWET, ready to respond to any situation where a victim could not normally be hoisted." Finally, on 15 November 1972, it went operational with Commander, 12th Coast Guard District/Commander, Western Area presenting SARWET certificates to the first group. SARWET had arrived!



VADM Mark Whalen, Commander 12th CG District/Commander, Western Area presenting SARWET certificates to the first group of swimmers.

Several swimmers went on to receive the Coast Guard Medal for heroism during rescues performed as SARWET members. The program continued until 1975, then faded away. Almost a decade later, however, two more tragic accidents (the crash of Air Florida Flight 90 and the sinking of SS *Marine Electric*) attracted national attention to the need for rescue swimmers. Soon thereafter, the Coast Guard rescue swimmer training program formed, and now provides rescuers for crews across the nation.

[This article re-printed with permission from the Spring 2010 edition of 'Foundation,' the magazine of the Naval Aviation Museum Foundation...Ed]



Rescue Swimmer School in Pensacola, FL. I was the probably the original "three pete" as noted in the movie, 'The Guardian.'

That cold November day in 89', I was single at the time and took the duty for all the married guys to be home with their families. Such a noble endeavor left me standing the duty with Lt. Bradley Bean. What started out as a quiet, routine duty day turned exhilarating when the SAR alarm sounded and we launched out in HH-65A 6508 for an alarm that a SAR satellite had picked up. Seventy miles off shore the alarm kept getting stronger as the crew spotted two masts protruding through the surface of a rough sea. The vessel was submerged but not sunk. We looked around for any telltale sign of life. Keep in mind that this was in the early days of the Rescue Swimmer Program at a newly operational unit. There was alot of hesitancy on the command's willingness to deploy swimmers in a hazardous(?) environment. This, of course, transcended down to the pilots in command. Some, not all.

Our search of the area continued for a short period when we spotted a yellow life raft. My heart was in my throat with excitement. We flew towards the raft and noted that as we got close to it, the rotor wash seemed to provide lift and push it away. And, against the sea conditions at that time, it looked like it could turn it over. There was no sign of life and, of course, I recommended to my aircraft commander, LT Bean, "put me in and lets find out what is inside". Brad Bean did not hesitate; rescue checklists complete, I did a free fall deployment, swam to the raft and discovered a man, a woman and a 10 year old boy. I popped up on the raft and wished the three a "Happy Thanksgiving" (they did not know what day it was), and we completed three routine basket hoists to the aircraft with low fuel. I remember LT Bean telling me, "Parsons, you got 15 minutes", before I went off

CGAA Resolution Approved at 2010 Roost

The Coast Guard Aviation Association "Ancient Order of the Pterodactyl"

CGAA RESOLUTION 1-10

WHEREAS, U.S. Coast Guard Cutters operate regularly with CG helicopters, often serving as platforms for essential training in underway shipboard operations by helicopter crews, and


WHEREAS, U.S. Coast Guard coastal station boat crews also operate regularly with CG helicopters and often serve as platforms for essential hoist and rescue swimmer training by helicopter crews, and

WHEREAS, U.S. Coast Guard Auxiliarists also regularly and routinely provide boats and crews for essential hoist and rescue swimmer training by helicopter crews, and

WHEREAS, The men and women of Team Coast Guard who operate such Cutters and boats for such vital training often do so routinely during hours both day and night and in all seasons with little recognition, and

WHEREAS, Members of the Coast Guard Aviation Association, through past and current personal experience with such training operations as helicopter pilots and crew, are keenly aware of the importance of such training,

Therefore, Be it RESOLVED, BY THE MEMBERSHIP OF THE COAST GUARD AVIATION ASSOCIATION AT OUR THIRTY-FOURTH ANNUAL ASSEMBLY, that we express as widely as possible our deep appreciation to all ship and boat crews who so often with skill, patience and devotion to duty support precious training by CG aviation forces and who in so doing constantly reflect the revered Semper Paratus tradition of the Coast Guard.


Captain Mont J. Smith, USCG (Ret.)

November 7, 2010

ICS. A great story for me to tell about an aircraft commander that wasn't afraid to use the tools at his disposal and for this swimmer to add credibility to a fledgling program.

In addition, I transitioned as a dropmaster from the "Goat" (HU-16) to the "Thunder Pig" (C-131) and spent many flight hours in Mobile and Miami in the back of it on searches, both successful and scary at times. I then moved on to the Falcon jet in Miami before moving on to Instructor duty. These were the best days of my life and I have

many stories to tell my kids and grandchildren. I am filled with pride as my son readies himself for recruit training next August.

Ptero Gary M. Parsons, P-3151, ASMC, USCG, Ret.





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-2010 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

Honor Graduate

AMT3 Stewart M. Peterson

AET3 Paul H. Phan

Assignment

Barbers Point

Clearwater

Honor Graduate

AST3 Cameron Z. Cullen

Assignment

Sitka



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!!!**

CG Aviator Nr.

4278 Taylor S. Andrews

4280 Luke J. Grant

4281A Sean C. Glavan

4283 Jenny L. Fields

4285 Roland T. Orr

4287 Adam J. McCarthy

4288 Christopher A. Breuer

4288B Daniel Frey

4290 Zachary M. Wiest

4292 David P. McCarthy

4294 Garin A. Kirkpatrick

4296 Jeremy D. Strickland

4298 Bruce D. Wilson

4300 Felipe L. Guardiola

Assignment

Humboldt Bay

Clearwater

DCA

Elizabeth City

Clearwater

Sacramento

Traverse City

DCA

Miami

San Diego

Cape Cod

Elizabeth City

Detroit

Detroit

CG Aviator Nr.

4279 Nicholas O. Rameriz

4281 Patrick J. Wright

4282 Daniel J. Kearney

4284 John P. Poley

4286 Scott W. Gilmore

4287A Karl Savacool

4288A Patrick Miller

4289 Joseph P. Plunkett

4291 Keidi M. Niemann

4293 Adam L. Mullins

4295 Jason A. Condon

4297 Jonathon R. Waechter

4299 Frank P. Minopoli

4301 Leslie A. Brown

Assignment

New Orleans

North Bend

North Bend

Elizabeth City

Sacramento

DCA

DCA

San Diego

Port Angeles

Miami

Astoria

Houston

Savannah

Miami



More Roost Photos



Preparing for the 'Big Bang'
at Castillo de San Marcos.



ASM1 (Ret.) David Riley &
VADM Robert Parker.



Honorary Ptero Sergei & Elena Sikorsky and
Enlisted Ancient Al Pete & Christina MacDougall.

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 _____

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☐ Other: _____☐ Please send me how-to-help info!**MAIL TO:****The CG Aviation Association****P.O. Box 222905,****Chantilly, VA 20153-2905****The Shoes of a Coast Guard Chaplain [From the 3 July 2010 Elizabeth City Daily Advance]**

Lt. Jason Rochester said he believes he has big shoes to fill as the new chaplain at the Elizabeth City CG base. Rochester, 32, was referring to his succeeding LCDR Mark Tanis, 49. Tanis, after a three-year tour of duty, left June 22 to serve as a chaplain with the Marines at Okinawa, Japan. "Everywhere we go, they know him and he knows them," Rochester said of Tanis' service in the Elizabeth City area. "He has done a lot and has given a lot."

The Navy provides the CG with chaplains. Rochester's previous assignment was as a chaplain aboard the USS Essex, whose homeport is Sasebo, Japan. Rochester said he got his newest assignment after talking with a detailee, which is a job placement officer for chaplains. "I've always heard about CG ministry and what a great tour that the chaplains have with the CG, so when he presented that opportunity to me, I said, 'Yep, that's what I want to do,'" Rochester said.

Rochester was born in Mississippi's capital city of Jackson and his father,

James, served in the Mississippi Army National Guard. Rochester grew up in the small town of Clyde in the western part of North Carolina. In May 1999, he earned a bachelor's degree in Spanish and political science from The Citadel. He said that, while at The Citadel, he felt the call to go into the ministry. "It's not really something you decide," he said for clarity when asked why he decided to become a man of the cloth. "It's something that's decided for you." He enrolled at the Southern Baptist Theological Seminary at Louisville, Ky., and while in seminary, he attended the Chaplain's Basic Course at Newport, R.I. And he served as the director of outreach and missions at Oak Park Baptist Church at Jeffersonville, Ind., which is on the side of the Ohio River opposite Louisville. After earning a master of divinity in Christian education in May 2003, he was ordained by the First Baptist Church of Canton, Ohio, which is near Clyde. He served as pastor of the Jesus is Lord Mission at Charlestown, Ind., just up the Ohio from Louisville. Rochester contin-

ued the process for becoming a chaplain and was re-commissioned as an active duty chaplain in January 2005. In April 2005, and by then a lieutenant junior grade, he reported to the Marine Corps Recruit Depot at Parris Island, S.C. While at Parris Island, he was the second recruit training battalion chaplain and support battalion chaplain. In April 2008, he reported for duty aboard the Essex. Rochester is single. He said that, prior to becoming the chaplain at the Elizabeth CC Guard base, he spent some quality time at the Outer Banks. "That was nice," he said. "I love going to the beach. I love water. So, I really had a great time."

Asked about his impressions of Elizabeth City, he said, "Very welcoming, very warming - not just the climate, but the people. Everyone has been very helpful and I appreciate that." Of the CG station, he said, "They know what they're doing - proud of what they do - and that's the way it should be."



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(L) Ptero Cathy Sivils & HITRON CO Ptero Joe Baker.



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