



PTEROGRAM

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

Sitrep 2-11 Summer 2011

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

CONTENTS

President's Message.....	2	AirSta Clearwater Dedicates Restored HU-16E CGNR 1023 ...	3
Last of the "Founding Four" Passes Away..	4	AirSta Sitka PO1 named CG Enlisted Person of the Year.....	4
CG wins 4 of 9 HAI 2011 awards.....	5	"Ancient Albatross" Change of Watch Conducted	6
A 30-Year Retrospective of CG Aviation.....	7	The Aviation Appeal.....	9
Sector/AirSta Corpus Christi.....	10	2011 Roost Op-plan.....	12
HH-52A 'Phoenix Project' Update.....	19	Officer Elections Absentee Ballot.....	21
HC-131A 5794 Refurbishment Completed..	18	An Open Letter to the Membership.....	25
New Aviators & Honor Grads.....	27	Membership Application/Renewal/Order Form.....	28

Y'all Come!

We'll be "Roosting" sooner than you think!

Mobile, Alabama

November 10-13, 2011



Our Pthirty-fifth annual Ptero Roost will salute the men and women of Coast Guard Aviation Training Center (AVTRACEN) Mobile.

Our 'nest' will be at the Marriott Renaissance Riverview Plaza Hotel in downtown Mobile. The address is 64 South Water St., Mobile, AL 36602— Local phone (251) 438-4000. The Room rate is \$100 plus 14% sales and occupancy tax. Parking is \$12/day. Reservations can be made, modified, or canceled at <http://www.marriott.com/hotels/travel/mobrv?groupCode=cgacgaa&app=resvlink&fromDate=11/10/11&toDate=11/13/11> or <http://www.aoptero.org/roost11mob/roost11index.php>, or by telephone 1-800-922-3298. Refer to and use group name "Coast Guard Aviation Association" to obtain the group rate. The hotel will honor the \$88 dollar group rate for up to three days before the 10th and three days after the 13th --- on a space available basis.

Please see Page twelve for Roost activities and registration details.

Alternate hotels: Hampton Inn & Suites Downtown Mobile Historic District (149 rooms)

62 South Royal St., (251) 436-8787; The Battle House Renaissance Mobile Hotel & Spa (expensive but beautiful - 238 rooms), 26 North Royal St., (251) 338-2000; Admiral Semmes Hotel (lots of character) 251 Government St., (251) 432-8000; Holiday Inn Downtown Mobile (202 rooms) 301 Government St. (251) 694-0100

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 NOW TO REMAIN IN GOOD STANDING.**

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

Check Page ___ or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

Executive Board



President

Mont Smith
(202) 538-0492

Executive Vice President

Paul Langlois
(707) 703-9071

Secretary

Paul Milligan
(703) 730-3647

Treasurer

Ben Stoppe
(703) 620-5019

Board Members

Vice Pres. History

'Bear' Moseley

Scribe/Editor

Steve Goldhammer

Vice Pres. Sponsorship

'Skip' Deacon

Vice Pres. Communications

Gary Gamble

Vice Pres. Museum Exhibits

Tom King

Historian

Tom Beard

Vice Pres. Annual Gatherings

Paul Russell

Vice Pres. Detachments

Jim Olson

John Pasch-at large

Ancient Albatross

John P. Currier-ex officio

Enlisted Ancient Albatross

Pete MacDougall-ex officio



A Message from Aviator 1520 (CGAA/AOP President)

My Fellow Pterodactyls: At the outset of my term as President, I planned to move us to a position of greater relevance to the *individual member* and *prospective member* while increasing our net worth and raising funds to fulfill ambitious philanthropic activities. We, the officers of your association, have leveraged a well-established internal communications network, including our Webmeister and Ancient Scribe, and we have 7 VPs on our Executive Board who oversee the "lines of business" variously entitled History; National Roost; Communications/Media Support, Membership; Sponsors/Donors/Benefactors; Unit Support/Agency Liaison and Museums/Artifacts/Aircraft/ Restorations. We have been well served by the Pterodactyl at Large, the Ancient Albatross and Enlisted Ancient Albatross. We have a Senior Policy Advisory Committee comprising active and retired aviation flag officers who provide guidance to the Executive Board regarding 'the art of the possible.' I give my deepest thanks to these men and women, augmented by individual volunteers, who have given generously of their time and energy to carry the association forward. Finally, and perhaps most importantly, we have enjoyed the unequivocal support of the Chief, Aviation forces (who represents our enthusiastic Aviation CO's), the Chief, Aeronautical Engineering, and the Chief, Aviation Safety (the 'Tri - Ps' and their staffs) without whom we could not have achieved even a modicum of success. It also doesn't hurt to have the solid backing of the Coast Guard Chief of Staff!

As you know, I am stepping down in November and passing the gavel to a new President and Executive Vice President. I am excited about the slate put forth in this issue of PteroGram...two of the finest young gentlemen I have had the privilege to know have volunteered to relieve me and Paul Langlois. The rest of our association officers will continue to serve and provide them the same unflagging support Paul and I received. It's time to turn the page to a new chapter in our organization's history. Many of my goals are left unfulfilled. I had, for example, intended to explore an upgrade in communications and media relations (Gib Brown's position as manager of the Aviation History website has still not been filled). I had desired to create a fiduciary process whereby a Ptero could bequeath a portion of his/her estate to CGAA as a codicil to one's Will (similar to Rotary). Lastly, I had hoped to build a bridge to attainment of the goal of the Phoenix Project - to see an HH-52 on display at the National Air and Space Museum.

Thanks for your support throughout this journey. Please step forward to support your new leadership team as you have in the past. As I look back on things we accomplished, I am, on balance, extremely proud of the image we have created for the association. I think we have attained 'critical mass' and will continue to grow and exert a powerful influence on the minds of those who lead our service and country. Most importantly, however, I am proud that millions of everyday Americans, especially our youth, will appreciate the deeds of Coast Guard Aviation as we approach our hundredth anniversary. 1520



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

Reproduction of Pterogram for further distribution is authorized and encouraged.

Correspondence may be sent to:

AOP

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

or

Editor, Pterogram
4816 Powder House Drive
Rockville, MD 20853

Email: SEGGoldham@aol.com

Taps

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

CWO1 Robert J. O'Leary, P-2098 10/9/10

CAPT Daniel L. Muir, 686 2/25/11

CDR Eugene P. Baumann, 694 2/26/11

CAPT Walter M. Coburn, 1097 3/3/11

LCDR Gordon P. Lau, 1696 3/20/11

Sandra Minor, (wife of CDR Lawrence A. Minor, 1120) 5/17/11

CDR Norman L. Horton, 187 5/22/11

CAPT Grover N. Lipe, Jr., 1942 4/2/11

Buck A. Parham, P-2594 7/1/11

LCDR Matthew J. Ahern, 839 7/11/11



Air Station Clearwater Dedicates HU-16E CGNR 1023

by Ptero Steve Goldhammer, Aviator 1207



It was warm and blustery in beautiful Clearwater, FL on 6 May when about 150 Pteros gathered at Air Station Clearwater to celebrate the Centennial of Naval Aviation and dedicate the beautifully restored HU-16E CGNR 1023. A cold front that backed up as a warm front at just the wrong time caused the intrepid AirSta staff to go from Plan A to B to C when the ceremony had to be held indoors. The setting didn't really matter; it was the event that was so significant. What a wonderful and nostalgic celebra-



CPO John Simmons (L), Pteros Paul Grimes, P-2128, Jack Stice, Aviator 1234, Mont Smith, Aviator 1520, and Paul Milligan, Aviator 1034 reminisce prior to ceremony. Ptero Ray Copin, Aviator 744, and his grand-nephew, Kyle Jackson, in background.



Enlisted Ancient Al Ptero Pete MacDougall, P-2900 (L), Restoration Supervisor Ptero John Milbrandt, P-3158, CO Ptero John Turner, Aviator 2929, D7 Chief of Staff Scott Buschman, Ancient Al Ptero RADM Gary Blore, Aviator 1850, and XO Tim Gilbride salute the colors.

tion it was! Many old acquaintances were renewed and Ptero Ptales galore were heard throughout the day.

Ptero CAPT John Turner,

Aviator 2929, told the audience that we are celebrating three events: the Centennial of Naval Aviation, the dedication of HU-16 E 1023, and the re-dedication of the HU-16E 1240 memorial. He noted the enormous turnout that illustrates the recognition of the people who have gone before us. It has been 60 years since the first CG HU-16 flight and 35 years since the movement of the AirSta from St. Petersburg to Clearwater. He reviewed various renditions of the origins of the term of endearment "Goat" and reviewed the highlights of the 95 years of CG aviation.

Ancient Al RADM Blore noted that there's probably more history in the audience than in the presenters' notes. He said the 1023 looks phenomenal, ready to start engines and taxi out. He said he's the Ancient Albatross, but he's feeling young, considering the audience. He said the CG aviation fleet has never been newer and gave kudos to

all former "Goat" crewmen. He thanked the Pteros for their support of the project and said if it wasn't for the CGAA, we would have lost the opportunity to preserve CG aviation history. He said our CG aviation stories are a mix of truth, whimsy, and bravado.

Ptero Prez Mont Smith thanked the AirSta CO and crew. He noted that he was assigned to AirSta Clearwater from '79-'82. He said

that the HU-16 is the last of the great seaplanes and 'Goat' is a sign of affection. He invited everyone to join the CGAA, those who love CG aviation, and reviewed what the CGAA does. He recognized Master Chiefs John Milbrandt and Matt Boyd, who headed up the restoration, and Ptero Ray Copin, Aviator 744, first AirSta Clearwater CO.

Master Chief Milbrandt then read the inscriptions on the HU-16 1023 plaque [See P. 24...Ed] and the HU-16E 1040 plaque [See issue 1-11, P.11...Ed]



Ptero Prez Smith, Enlisted Ancient Al MacDougall, Ancient Al RADM Blore, and D7 Chief of Staff Buschman during reading of dedication plaques.

Mr. David Macon then presented flags flown over the nation's capital from Rep. C.W. 'Bill' Young to the family of Lt. Clifford Hanna, Aviator 1061, 1040 Aircraft Commander on its fateful flight in 1967, in honor of his sacrifice. [See '1023 Dedication' on P. 23]



David Macon presents U.S. flag to Linda Stephenson (L), widow of Lt. Hanna, and June (Hanna) Thayer, sister of Lt. Hanna, while Bill Thayer, Anne (Hanna) Keller, daughter of Lt. Hanna, and Tamara (Hanna) January, daughter of Lt. Hanna, look on.

Last of the Ancient Order's 'Founding Four,' Ptero Norm Horton, Aviator 187, Passes Away

By
Ptero Mont Smith, Aviator 1520



Norm Horton at the 2008 Roost

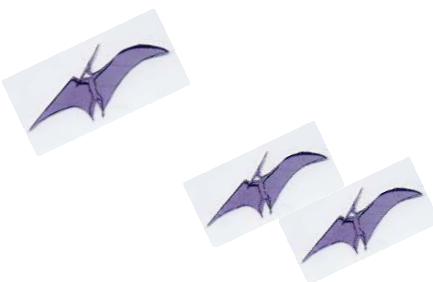
It is with great sadness that I relay the news from the family of Norm Horton that our last of the original four Ancient Order of the Pterodactyl founders (George Thometz, Gus Shrode, Andy Wall, and Norm) passed away at age 93 on 21 May. Many of you remember seeing Norm at our Washington Roost in 2007, and at the Astoria Roost in 2008.

Norm received his wings on December 13, 1943. He flew seaplanes and early helicopters, becoming Commanding Officer of Coast Guard Air Station Salem, Massachusetts before his retirement. After Coast Guard service, Norm became a private consultant in aviation accident investigation, and a lecturer in aviation management and accident investigation at the University of Southern California Aviation Safety Officer Program. That is where I first met him, and he inspired me to try to be a conscientious flight safety officer. It should be noted that Norm was highly respected by all of the military services for his safety teachings and philosophy, and was often invited by major commands to address their organization on best practices

in the field.

As Ptero Ray Copin (Av 744) has said, *"On the eve of celebrations of 100 years of naval aviation and close to 100 years of CG aviation, we could list at least one hundred things of value to the nation, the Coast Guard, and history in general that would not have happened, or be documented, if it not were for the existence of the organization Norm helped to start."* Norm was extremely proud to see the Ancient Order of the Pterodactyl become the Coast Guard Aviation Association. Norm proudly wore his miniature wings on his coat lapel.

Norm was pre-deceased by his lovely wife, Lucille, in 2007 with whom he will be interred. He resided of late in Jacksonville, Oregon. Norm is survived by his children, Pamela Roehrig, of San Pedro, Calif., Stephanie Horton, of Jacksonville, Ore., and Robert Horton, of Medford, Ore.; as well as two grandchildren, Lola Pearl Horton, and Kyle Riddle. The Horton daughters are making arrangements at the Eagle Point, Oregon National Cemetery. Burial of Norm's ashes is expected to be scheduled in late July or early August as the family wishes to await completion of a column burial structure which will accommodate interment of Norm and Lucille together. CGAA members will be advised of arrangements in a forthcoming ALPTERO.



AirSta Sitka's PO1 Troy Brevik Named Enlisted Person of the Year

PO1 Troy Brevik's duties as an aviation maintenance technician, or flight mechanic, at AirSta Sitka usually mean he might be flying out at a moment's notice to aid a sinking vessel, rescue a hiker from a mountain, or touch up an issue on the Jayhawk helos. Brevik's achievements include the CG Commendation and Achievement medals, a Commandant's Letter of Commendation, a Meritorious Volunteer Medal, and team awards.

On 27 May, Brevik was officially honored at CG Headquarters. His honors included a tour of the White House and the Capitol Building and resulted in an automatic advancement to CPO. In a press release, CG Commandant ADM Robert Papp said, "Petty Officer Brevik was the unit's cornerstone during a year when AirSta Sitka overcame numerous challenges, including the transition to a new aircraft, an Aeronautical Engineering logistics inspection, and a unit standardization evaluation. Time and time again, PO Brevik was the first to volunteer for the critical leadership roles. He aggressively sought positions of increased responsibility and leadership, making significant positive and long-lasting impacts on the unit."

The Enlisted Person of the Year award is for duties designated in that award year. Brevik was noted for leading 55 maintenance personnel through qualification plans in the transition to the new Jayhawk helo, supervising intensive training programs in the aviation department, presenting 40 hours of instruction to the fire department, and responding to 67 fire calls and assisting or saving 70 lives, volunteering with Sitka Mountain Rescue, and aiding in 35 search-and-rescues.

Brevik's expertise enabled AirSta Sitka helos to fly more than 2,100 hours on 150 SAR missions. He flew on 15 of those missions, which resulted in five lives saved.



CG Wins 4 of 9 HAI 2011 "Salute to Excellence" Awards



Helicopter Association International has announced the winners of its "Salute to Excellence"

awards, who were honored at an awards dinner in Orlando, Fla. on March 7, 2011 during HELI-EXPO 2011, the world's largest trade show dedicated to the international helicopter community. Coast Guard members/crews won 4 of the 9 awards, including Pilot of the Year. This year's presentations marked HAI's 50th anniversary of saluting excellence by honoring the bravery, skill, devotion and community service of members of the international helicopter community. The first Pilot of the Year Award, HAI's oldest honor, was presented for 1960. "Since helicopters first flew, this industry's members have been using exceptional skill and dedication to aid and support the public greater good," HAI President Matt Zuccaro said. "The latest honorees continue that outstanding tradition. We and our award sponsors applaud their efforts, which go above and beyond." Those honorees were:

Pilot of the Year Award: Lt. Audie Andry, CG AirSta Kodiak, Alaska, for demonstrating exceptional airmanship and decisive action in landing his Sikorsky HH-60J (with five other crewmembers aboard) safely aboard the USCG Cutter Healy after it suffered a main-transmission input failure while in a 40-foot hover 100 feet from the ship at night. This award honors "an outstanding single feat performed by a helicopter pilot during the year or extraordinary professionalism over a period of time."

"The thing I remember the most is how quickly the events transpired," recalls Andry. "We were hovering on a normal training flight and then a few seconds later we were doing everything we could to avoid going into the water." His skill and decisive action were crucial during the aircraft's failure and undoubtedly stem from Andry's experience with helicopters, which dates back to 1990 when he joined the Army as a helicopter mechanic. "Receiving an award from an

organization that is always at the leading edge of the rotary wing industry is both extremely humbling and gratifying," said Andry.

Sikorsky Humanitarian Service Award: The crew of CG Helicopter 6505, AirSta New Orleans, La. Lt. Cdr. Thomas G. Hickey, Aviator 3644, aircraft commander; Lt. Cdr. Craig Murray, Aviator 3600, copilot; flight mechanic/hoist operator and Avionics Electrical Technician 2nd Class Scott Lloyd, and Aviation Survival Technician Chief Petty Officer Kurt Peterson (rescue swimmer). This Eurocopter MH-65C was the first to arrive at the Deepwater Horizon drilling rig after its explosion April 20, 2010 in the Gulf of Mexico; its crew assumed on-scene command of rescue and recovery efforts there. After an initial search, 6505 lowered Peterson to the Offshore Supply Vessel Damon B. Bankston, where he took charge of a makeshift medical team and triaged 115 survivors. The crew remaining on 6505 flew five of those survivors to safety. This award honors those who best demonstrate the value of helicopters to society by saving lives, protecting property and aiding those in distress.



"I was brought up in the Coast Guard to be a quiet professional. But I have to admit, I'm extremely proud of my aircrew and their relentless effort that night," said Hickey. "I'm equally proud of the other Coast Guard surface and aircrews, civilian Good-Samaritans and support staffs that participated in the rescue effort. Our crew could not have executed this particular case alone."

Rolls-Royce Excellence in Helicopter Maintenance Award: Aviation Maintenance Technician 2nd Class Nicholas H.

Baisden, CG AirSta New Orleans, for his exceptional leadership in guiding 72 mechanics assigned temporarily to AirSta New Orleans to support the Coast Guard's aerial response to the April 20, 2010 Deepwater Horizon disaster. This award recognizes an individual who has distinguished himself or herself by long-standing excellence in the performance of helicopter maintenance or a single, significant and distinct contribution to helicopter maintenance.

"We were working on nine or ten helicopters at a time," recalls Baisden. "Because the aircraft were out flying all day, we had to work the night shift the whole time. These aircraft couldn't go out until we checked them and without our work in the hangar fixing in the aircraft these aircraft couldn't fly at first light."

MD Helicopters Law Enforcement Award: The crew of CG Helicopter 6597, Helicopter Interdiction Tactical Squadron (HITRON) Aviation Detachment 10-01 Lt. Cdr. Robert G. Workman, Aviator 3515C, Ptero Capt. Joseph T. Baker, Aviator 2511, Lt. j.g. Matthew J. Van Ginkel, Avionics Electrical Technician 3rd Class Kimberly N. Dechmerowski, Aviation Maintenance Technician 1st Class Thomas J. Masell, Avionics Electrical Technician 1st Class Joseph D. Paulson, Aviation Maintenance Technician 2nd Class Brian M. Dugal and Aviation Maintenance Technician 3rd Class Jacob S. Dickson. Deployed to the USCG Cutter Sherman as part of Joint Interagency Task Force South in the waters off the southeastern U.S., this crew interdicted six vessels engaged in illegal drug smuggling and accomplished "the unprecedented feat of stopping four vessels in one mission," according to the nominator. This award recognizes those who have contributed to the promotion and advancement of helicopters in support of law enforcement activities.

"As we flew behind the four go-fasts at 600 feet, the inner two go-fasts were criss-crossing with each other," said Workman. "Little did they realize that an armed MH-65C helicopter was watching them from a quarter mile away...They had no idea we were there until it was too late."



VADM Currier Relieves RADM Blore as Ancient Albatross



Ptero RADM Gary Blore, Aviator 1850, passes his aviator's scarf on to VADM John Currier, Aviator 1877, during the Ancient Al Change of Watch Ceremony. Ancient Albatross is an honorary title given to active duty CG members, enlisted and officer, who have the longest history in aviation in the service. Blore, who served in the CG for 36 years, received the title in 2009. CG photo by PO Shawn Eggert

CG Rear Adm. Gary Blore retired and passed on the title of Ancient Albatross (#23) to Vice Adm. John Currier during a Change of Watch ceremony at Sector Columbia River in Warrenton, Ore., on 14 July.

Blore was relieved as the 13th District Commander on July 12, 2011, by Rear Adm. Keith A. Taylor, and retired at the conclusion of the Ancient Albatross ceremony.

Adm. Robert J. Papp, Jr., Commandant of the CG, oversaw the ceremony.

The CG Ancient Albatross Award was instituted in 1966 to honor the CG aviator on active duty who has held that designation for the longest period. In 1988, the Enlisted Ancient Albatross Award was established for the enlisted member on active duty with the earliest graduation date from class "A" school in a CG aviation rating.

Rear Adm. Blore assumed command of the Thirteenth CG District in July 2009. As District Commander, he was responsible for CG operations covering four states (Washington, Oregon, Idaho, and Montana), more than 4,400 miles of coastline, 600 miles of inland water-

ways, and 125 miles of international border with Canada. He was in charge of more than 5,770 active duty, reserve duty, civilian and Auxiliary men and women; whom annually conducted more than 3,000 search-and-rescue missions, executed more than 3,200 law enforcement boardings, and inspected more than 5,700 vessels.

Rear Adm. Blore graduated, with honors, from the CG Academy in 1975 with a Bachelor of Science in economics and holds an MPA Degree from Columbia University. His personal decorations include the Distinguished Service Medal, five awards of the Legion of Merit, two Meritorious Service Medals, two CG Commendation Medals and the Transportation 9-11 Medal, as well as other service and campaign awards.



CG Rear Adm. Gary Blore speaks during the Ancient Albatross Change of Watch Ceremony at Sector Columbia River in Astoria, July 14. CG photo by PO Shawn Eggert



RADM Blore receives a Distinguished Service Medal from CG Commandant Adm. Robert Papp during his retirement ceremony. Blore held the position of Group/Air Station Commander in Astoria from 1997-2000. CG photo by Petty Officer Shawn Eggert

AirSta Port Angeles Celebrates Centennial of Naval Aviation

CG AirSta/Sector Field Office Port Angeles hosted a local celebration for the Centennial of Naval Aviation combined with a Safe Boating Expo at the CG base on Ediz Hook on June 25.

In tribute to 100 years of Naval Aviation, AirSta Port Angeles held a fly-in for government and commercial aircraft from around the Northwest. A search-and-rescue demonstration was conducted by the crew of an MH-65 Dolphin helicopter.



Coast Guard Air Station Port Angeles, June 24, 2011

Celebrations: 100 years of naval aviation and 76 years of CGAS Port Angeles

CG aviators port to starboard: CDR-ret. Vic Primeaux, Av 1508; LCDR-ret. Tom Beard, Av 1104; LT Kelly Higgins, Av 4175; CDR-ret. Dave Nelson, Av 996; CAPT-ret. Art Ladley, Av 724

A 30-Year Retrospective

By Ptero VADM John P. Currier, Aviator 1877, Chief of Staff

Reprinted with permission from the author and the "Celebrating 100 Years of Naval Aviation" supplement to the May 2011 issue of SEAPOWER, the official magazine of the Navy League of the United States.



Standing on the hangar deck at Air Station Cape Cod, Mass., in the spring of 1978, I had the privilege to observe my first awards ceremony as a newly commissioned Coast Guard aviator. As I stood proudly at attention in my freshly starched uniform, my butter bars gleaming, and sporting shiny and fresh wings, I tried to mask my anxiety, standing among more experienced and senior compatriots.

Adding to the intimidation factor, standing to my left was a Direct Commission aviator who had been an Army combat veteran during Vietnam, and to my right was a grizzled Coast Guard aviator who had survived multiple tours in the unforgiving Alaskan environment. Both wore the Distinguished Flying Cross (DFC) device, and one a Silver Star, on their dress canvas.

The ceremony continued with the award of a DFC to the pilot of one of our own helicopters, who had flown through a Nor'easter to rescue the crew of a coastal tanker that was breaking up in high seas. The realization struck me that I was about to be initiated into the unique community of the Coast Guard search-and-rescue (SAR) pilots.

Now, I am able to recall that day in retrospect through the lens of a 34-year career as an officer and aviator in one of the finest institutions of our government. From those days when SAR was the single, pre-eminent mission, I have watched Coast Guard aviation progress into a unique instrument in our nation's

arsenal for ensuring maritime safety and security. Our capabilities, assets and, most importantly, people have progressed and developed rapidly into a multimission force able to respond to virtually any crisis our nation could face on or near its shores.

In the context of many years of experience, I have witnessed the effective total force response to threats as diverse as the Mariel Boatlift (1980), the *Exxon Valdez* environmental catastrophe (1989), the loss of the liner *Prinsendam* in the Gulf of Alaska (1980), the cataclysm of Hurricane Katrina (2005) and, most recently, the Deepwater Horizon oil well failure in the Gulf of Mexico last year. Concurrently, with these milestone events, we have developed unique capabilities to partner with federal law enforcement and the U.S. Navy to interdict illegal narcotics and counter mass migration incidents at sea.

One might ask what has enabled the Coast Guard and its aviation component to evolve into the agile and capable force that it is today. The answer to that question requires a walk in time with a view of the events that spurred the development of this growth.

First, one must understand the culture of the Coast Guard. Formed through an amalgamation of several federal agencies from the mid-19th century through the days following World War II, the modern Coast Guard emerged with a strong first-response ethic. We are all oriented toward responding to crisis with a small, capable, well-organized and effective force package that is able to operate autonomously and adapt to handle any emergent situation. This attribute was certainly evident in the U.S. Life-saving Service and the Revenue Cutter Service, two of the principal forbearers of today's Coast Guard.

A second element that has contributed to the aviation capability of today is the evolution of the airplane and helicopter. As naval aviation celebrates its centennial, Coast Guard aviation remains an integral component, along with that of our Navy and Marine Corps brethren. Our people, officers and enlisted, have

been integral in the development of long-range search aircraft and short- to medium-range helicopters employed in SAR and law enforcement.

From the story of Coast Guard Lt. Elmer Stone and his role as pilot of the Navy's NC-4 under the command of Navy Lt. Cmdr. A.C. Read in their epic first crossing of the Atlantic, to the achievements of pioneers including Coast Guard Cmdr. Frank Erickson and Lt. Steward Graham in the development of the helicopter for not only SAR, but anti-submarine warfare, medevac and firefighting, the Coast Guard has contributed materially to the evolution of modern flying machines. In our application, the helicopter was developed as an extension of the coastal surf/rescue boat combining air and surface capabilities to perform the most challenging rescues.

There are numerous examples of the Coast Guard's outstanding record of contribution in the development of aircraft and their specialized use. I have the privilege of calling Stewart Graham a friend. Now in his 94th year, he lives quietly on a lake in Maine. His personal contribution to rotary-wing flight in the development of our modern machines, as well as the tactics and techniques that are used in air/sea rescue today, cannot be overstated.

He was directly involved in the invention of the rescue hoist, the basket, litter, pop-out floats and most of the techniques used in hoisting operations to this day. He was among the first to land helicopters in the water and aboard ship, pioneering the use of the helicopter in the protection of convoys from U-boats in the dark days of World War II.

Stewart is able to recall virtually all of his flight activities in incredible detail, as if they were yesterday. Listening to him recount his adventures is to witness living history. What I mention here is but a small number of his monumental achievements in the development of today's helicopter, not just Coast Guard but in all applications. As a project officer for the acquisition of our HH-60J during the late 1980s, I wasn't surprised to hear that Stewart Graham was still held in the highest esteem by the people at Sikorsky for his early pioneering efforts in partnership with icons Igor and his son, Sergei, who served as a petty officer second class in the Coast Guard. Another significant enhancement of our aviation capabilities began 26 years ago,

in response to a challenging rescue mission in very demanding weather that resulted in significant loss of life. In 1995, the Coast Guard designed and implemented a helicopter rescue swimmer program based on equipment and tactics used in the U.K. Royal Navy and Canadian Air Force. From very humble beginnings, the rescue swimmers of today are among the world's very best.

Deployed from HH-60 and HH-65 helicopters, they have routinely performed incredible feats in rescuing stranded mariners from near impossible conditions. Theirs is the stuff of legend as told in the hit Hollywood movie *The Guardian*. I can state from experience that the movie's depiction of storm-tossed seas and the challenges of heavy weather search and rescue were quite true to life.

It was a privilege for me to participate in the 25th anniversary celebration of the Coast Guard rescue swimmer program last year at Elizabeth City, N.C. The plank owners in the establishment of this program, such as Coast Guard Master Chiefs Larry Farmer, Darryl Gelakoska and Scott Dyer, as well as retired Capt. Dana Goward, among others, were visionaries to be sure. Their collective efforts have saved thousands of lives over the past quarter century.

Coast Guard aviation has also contributed two pilots to the NASA astronaut program. We were all proud to see Bruce Melnick and Dan Burbank "break the bonds" in such a spectacular manner on several Shuttle missions. Of particular interest was Melnick's adaptation of standard helicopter hoist terminology to operate the robotic arm during a satellite-repair mission.

More recent achievements in rotary-wing development include the arming of helicopters to counter aggressive narcotics trafficking activities in the Caribbean and Eastern Pacific. While our ship/helicopter teams had evolved an effective detection and monitoring capability in countering small, fast, drug-carrying craft ("go-fasts"), interdiction of these vessels became problematic, particularly when the cutter was out of position. Many cases were documented where a helicopter and a fixed-wing patrol aircraft watched helplessly as their prey escaped.

The solution was the establishment of the Helicopter Interdiction Squadron (HITRON), formed to detect, engage

and, if necessary, stop go-fasts using warning shots and precision fire. This program has been uniquely successful. HITRON's pilots and crew now flying the MH-65 have a near-perfect record of stopping or disabling highly suspect vessels. Their contribution has enhanced the effectiveness of the ship-helicopter team throughout the transit zones and kept literally tons of narcotics from our streets.



A helo crew from the Helicopter Interdiction Tactical Squadron Jacksonville fires warning shots across the bow of a noncompliant boat during airborne use of force training off the coast of Jacksonville, FL.

Our fixed-wing communities have progressed as well. In the 1980s, the Coast Guard developed a very sophisticated interceptor system for use against narco-trafficking via aircraft from the deep Caribbean. HU-25 Falcon jets were retro fitted with fighter/interceptor radar, the same found on the F-16 Fighting Falcon. For several years, the Falcon stood strip alert at Air Station Miami and at varied locations including Guantanamo Bay, Cuba, and Providenciales and Borinquen, Puerto Rico. In close cooperation with the U.S. Customs Service, Joint Inter-Agency Task Force South and other agencies, the HU-25 was very effective in thwarting the airborne threat axis. While commanding officer at Coast Guard Air Station Miami, I participated in the demanding night intercept mission.

During the 1990s, the HC-130H was fitted with a very capable synthetic aperture radar, forward-looking infrared and other sensors integrated into a system called CASPER. Deployed to the Eastern Pacific and Gulf of Mexico, CASPER-equipped HC-130s were uniquely effective in airborne detection and surveillance. With the addition of the HC-130J to the mix and installation of a modernized radar in the C-130H, our fleet will remain mission effective for years to come.

Building on the basic HH-60J and HH-65A airframes, our helicopters have been modernized into MH-60Ts and MH-65C/Ds and enhanced through a series of block upgrades conducted at the Aviation Logistics Center (ALC) at Elizabeth City. In my opinion, ALC is home to a dedicated band of skilled engineers and craftsmen who border on magicians when it comes to aircraft modification and maintenance. They are the unsung heroes of Coast Guard aviation.

Additional rotary-wing capabilities have included an airborne-use-of-Force package that built upon the lessons learned from HITRON. At several critical ports around the country, Coast Guard helicopters are able to offer gunship capability as an option to regional commanders. In response to a critical need to protect the National Capital Region from low/slow aviation threats, a very sophisticated set of tactics was developed and termed Rotary

Wing Air Intercept. This package works closely in conjunction with the Department of Defense to protect critical national assets, both people and infrastructure. We routinely deploy this capability at the request of the Secret Service.

Recently, we began acceptance of the HC-144 Ocean Sentry. This replacement medium-range surveillance aircraft is the combination of a proven airframe, with modern avionics and sensors. Although slower than the HU-25 that it replaces, the HC-144 promises to be more suitable for longer-range missions, with on-scene loiter capability. The sensors are maturing into a most useful asset for both tactical mission accomplishment, as well as the provision of critical information to operational commanders. The Ocean Sentry performed admirably during the Deepwater Horizon oil spill response in the Gulf of Mexico.

My observations only touch on a few of the changes, enhancements and evolution of today's Coast Guard aviation component. While we have come a long way from piston aircraft and analog radios, the hazards associated with flight operations remain the great equalizer. Flying in poor weather, icing conditions, severe turbulence and high winds over the sea or at night demands the utmost from our aircrews. These risks can only be overcome by dedicated individuals

who have the knowledge, skills and abilities to assess and overcome through teamwork. Our flight operations have always been, and will continue to be, high-risk operations conducted by talented and dedicated aviation professionals.



A CG HC-144 Ocean Sentry flies over the drillship *Discoverer Enterprise* June 28, 2010 as part of the response to the Deepwater Horizon oil spill. CG aircraft flew continuously over the Gulf of Mexico to find locations of heavy oil on the ocean surface and communicated the coordinates to vessels so they could skim the oil during the worst spill in U.S. history.

In retrospect, it is clear to me that high-quality people are the essential element in the success of this enterprise. As I look around our aviation community today, I see young people who are just as committed and dedicated as we were 30 years ago. For the Coast Guard, and the next 100 years of naval aviation, the sky is the limit and the future is bright.

Semper Paratus.



The Aviation Appeal

Reprinted with permission from the "Celebrating 100 Years of Naval Aviation" supplement to the May 2011 issue of SEAPOW, the official magazine of the Navy League of the United States.

Aviation Survival Technician
2nd Class Sara Rose Faulkner
 HH-60J HELICOPTER RESCUE
 SWIMMER, CG AIR STATION
 CLEARWATER, FL
 HOMETOWN: LOS ANGELES
 My involvement in the Naval Sea Ca-



det Corps [Betsy Ross Division, Sherman Oaks, Calif.] introduced me to various aspects of Navy and CG aviation. When I trained with CG rescue swimmers, I knew instantly that was what I wanted to become.

I enjoy the satisfaction that comes when all the hard work and training from the pilots, flight mechanics and rescue swimmers come together to effectively complete a search-and-rescue mission.

The most challenging aspect of my job is to remain prepared physically and mentally for the unknown. Even a routine training flight could be diverted to a major search-and-rescue mission.

INSPIRATION: The response to Hurricane Katrina, with the coordination of multiservice aircraft coming from all over the country to save so many lives.



Lt. Jessica S. Davila

MH-65C HELICOPTER COPILOT
 CG AIR STATION SAVANNAH,
 GA.

HOMETOWN: INVERNESS, FL

Flying helicopters was a dream of mine since I was in high school. I always told people I was going to be an FBI agent and fly helicopters for the agency. When I was in college, I had a friend in the Coast Guard who brought me to Aviation Training Center Mobile, Ala., to see the Coast Guard helicopters. When I left the hangar, I knew then that I wanted to be a Coast Guard aviator.

Search and rescue, when it ends on a positive note, gives me the most job satisfaction. It's a great feeling knowing

I'm a part of an organization that saves lives. We give people a chance to go home when they thought they would never be able to.

INSPIRATION: The cruise ship *Prinsendam* rescue that took place off Ketchikan, Alaska, on Oct. 4, 1980. The Coast Guard collaborated with other agencies to affect the rescue of all 520 passengers and crew members from the burning ship without loss of life. This case is particularly inspiring because of the sheer number of people rescued, the flawless coordination and international cooperation.

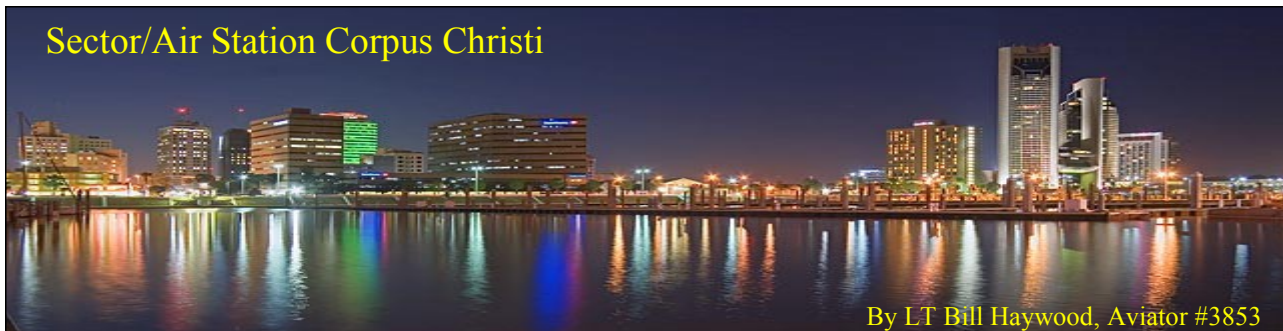


AirSta San Fran Seeking Stories, Photos, etc.

AirSta San Francisco is gathering good stories, rescues, memos and photos from all prior shipmates. Please reply directly to CDR Erik Langenbacher, CO, at: Erik.C.Langenbacher@uscg.mil



Sector/Air Station Corpus Christi



By LT Bill Haywood, Aviator #3853

Known as the sparkling city by the bay, Corpus Christi has over 113 miles of Gulf Coast beaches and is the sixth busiest port in the United States. This busy harbor is also home to the largest shrimp fleet in the Gulf of Mexico. That combined with heavy industry in oil, gas and petrochemicals, and over 5 million tourists annually keeps Sector/Air Station Corpus Christi busy all year round. The airta employs 3 MH-65C Dolphin helicopters and 3 HU-25 Falcon jets to patrol an AOR that extends from the Colorado River south of Houston all the way to the Mexican border. Typical missions are search and rescue, medical evacuations from offshore oil rigs and tankers, marine environmental protection, federal fisheries



law enforcement, and drug interdiction.

Sector/Air Station Corpus Christi has changed a lot since it began as a lonely Air Detachment in 1950. Back then it served the entire western Gulf of Mexico with just one PBY-5 Catalina amphibious fixed wing aircraft, four pilots and eleven crew members. It was later designated Air Station Corpus Christi, and in 1980 it became Group/Air Station Corpus Christi, operating as just one of thirteen CG Group units between Port O'Connor, Texas and the Mexican border. Finally, due to the sweeping changes affecting the CG after September 2001, CG Sector Corpus Christi was commissioned in May of 2005 by joining all the units from Port Lavaca to Brownsville under one unified command. Because Sectors serve their community as "one-stop-shopping" for all major CG services, it was a natural progression to incorporate the Air Station as well. Sector/Air Station Corpus Christi is the only dual airframe Sector/Air Station, and continues to serve as a model of success.



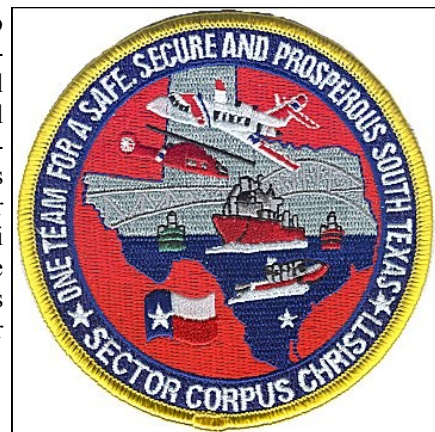
Because of the close proximity to Mexico, there is a heavy focus on border efforts. This led to the creation of a Border Control Initiative in which the Customs and Border Protection (CBP), INS, Department of Agriculture and the CG share intelligence

and combine enforcement efforts. The relationship with CBP in particular has been enhanced even more with the recent stand-up of the Unmanned Aerial Systems (UAS) program, a joint CG/CBP effort intended to enhance the patrolling of our southern land and maritime borders. There are currently two dual qualified MH-65C pilots who are flying the maritime version of the Predator-B alongside CBP crews from the National Air Security Operations Center (NASOC). Two Falcon pilots will attend UAS training in the summer and fall of 2011 for a total of four dual qualified UAS pilots. A Corpus UAS crew made history in the spring of 2011 when it was diverted to assist an MH-65C on a search for 3 people in the water off South Padre Island, marking the first ever UAS assist on a SAR case!

Each year, Sector/Air Station Corpus Christi conducts an average of 375 SAR cases, assists 445 people in distress, saves 148 lives, and saves \$210,000 in property. It also seizes over 500 lbs of drugs, interdicts and detains over 100 illegal immigrants, maintains 1,300 aids to navigation, manages the safe arrival of 2,700 commercial vessels, conducts 900 facility visits, investigates 230 marine related incidents, performs 375 vessel inspections, and provides support for 37 CG cutters and boats in the Atlantic Area fleet. It's a busy place!



Currently located onboard Naval Air Station Corpus Christi in an aging WWII hangar, CG Sector/Air Station Corpus Christi will transition to a brand new facility near Corpus Christi International Airport in 2013. This will be a better fit for the HC-144 Ocean Sentry aircraft that is scheduled to replace the HU-25 Falcon in 2013, and will finally consolidate all Sector departments under one roof! Regardless of location, Sector/Air Station Corpus Christi will be a key part of the safety of South Texas and will remain Semper Paratus!



**FLYING LIFEBOAT HISTORY
LIVES ON AT
SEATTLE MUSEUM of FLIGHT
by Ptero Ray Copin, Av 744**

More than a few Pteros and a great many other visitors to the Museum of Flight at Boeing Field gathered on June 18, 2011 to witness the dedication of a new exhibit suspended regally from the ceiling of the museum's great hall. HH-52A CGNR 1415, though tethered by the main rotorhead, looks as though all that is needed to turn the blades are a crew and some JP.

Twenty-three years ago, when CGAS Port Angeles transitioned from Seaguards to Dolphins, the CO at the time, Ptero Terry Sinclair, Av 1453, with assistance from others, obtained approval to start a process of transfer of ownership of 1415 to the Museum of Flight. That administrative effort culminated on 9 September 1988 when Ptero Sinclair with copilot Ptero Doug Connor, Av 2131, landed 1415 at Paine Field, Everett, Washington, and shut down her rotors for the last time. The helicopter remained in storage there until last year when a volunteer effort began to spruce up the aircraft for display in the great gallery at the Museum of Flight. That effort culminated in June of 2011 when 1415 was transported to the museum and raised to her perch above a nearby former jet of the Blue Angels.

The Ancient Albatross of the CG, Ptero Gary Blore, Av 1850 and Thirteenth CG District Commander, spoke to two gatherings at the 1415 dedication on the 18th. Prior to the normal museum opening, museum members were treated to an informal and very interesting presentation by Ptero Blore in which he described some of the rich history of the HH-52A fleet, the aircraft's characteristics and a few of his own personal experiences in the aircraft. He spoke

again to an expanded crowd at the formal dedication after the museum was opened to the public. The word was previously passed by D13 that museum entrance for the day was without charge for active, retired, reserve and civilian CG members.

1415 was uniquely honored by the scheduling of a fly in by many military and civilian helicopters which parked outside the museum for public display all day. Joining the group were an HH-65 from CGAS Port Angeles and an HH-60 from CGAS Astoria.

Judging from the comments of Coasties and non-Coasties alike, the addition of HH-52A 1415 to this fine museum will present a lasting and significantly positive CG image and will go far to inform the general public about some of the rich history of CG aviation.

Restoration of the aircraft was made possible by many hours of off duty and volunteer effort. Here is a list of those who labored on their own time to detail 1415: CDR Tony Hahn, AETCM (Ret.) David DeWald, ADC (Ret.) Larry Seward, AD1 (Ret.) Lou Jenny, AMTC Scott Steinbrink, AMT2 Brad Laxton, AST3 Andrew Wilson, LT Mark

Haines, AD1 (Ret.) Ernie "Warren" Ligon, and IVCN (Ret.) Dain Webster.



AET3 Norman Sween, showing off a CGAS Port Angeles HH-65.



A visitor learning about the HH-60 from AET3 Rashard Gipson and LCDR Dan Leary of CGAS Astoria



L to R: Pteros Ray Copin, 744; Terry Sinclair, 1453; Tom Beard, 1104; Art Ladley, 724; Gary Blore, Av 1850, AA



2011 Roost Plan of The Day

Mobile, Alabama

November 10-13

Tour and Attractions

We have scheduled one Group Tour and have put together a suggested listing of attractions for self-directed activities. Many attractions are within walking distance of the downtown hotels and others will require some travel. Brochures will be available in your registration packet.

Planned Trip

The only planned trip will be a chartered motor coach trip to Pensacola Naval Air Station. This trip will provide time to visit the Naval Air Museum and attend the Blue Angels Homecoming Air Show to celebrate 100 years of Naval Aviation. We have reserved a block of the best box seats for those attending. A designated seating assignment wristband will be included in your registration packet if you purchase a seat. These seats will be available for your use from 0930-1600. Upon arriving at Pensacola NAS, the bus will stop at the museum to drop off any passengers wishing to visit the museum and then proceed to the drop off point for the air show. There will be some type of transportation available from the museum to the air show tarmac and that information will be provided in your registration packet. The bus will depart Mobile at 0900 and return to the hotel around 1700.

Self-Directed Attractions

5 Rivers - Alabama's Delta Resource Center: Experience the Delta for yourself with a 2 hour cruise on the 5 Rivers Delta Safaris pontoon boat, "The Pelican". The Captain leads daily excursions Wednesday - Sunday. (www.outdooralabama.com/outdoor-adventures/5rivers/safaris/)

Gulf Coast Exploreum and Science Center: Located across from the hotel, Exploreum has more than 150 interactive exhibits, thought-provoking larger-than-life IMAX films, and fun, hands-on educational programming. The Gulf Coast Exploreum Science Center aspires to increase science literacy among the people of south Alabama and the Gulf Coast region, residents and visitors alike. Special discount for seniors (60+). (www.exploreum.com)

The Museum of Mobile: Located behind the Exploreum. Explore 300 years of Mobile history and material culture in the 1857 National Landmark building, the Southern Market/Old City Hall. Visit the museum and learn about the life and times of a great Gulf Coast City. Don't miss the exciting changing exhibition galleries, the hands-on Discovery Room and the museum's store, The Shop in the Southern Market. Check on line for the current attractions/movies. (www.museumofmobile.com)

Mobile Museum of Art: Expanded in 2002, the Mobile Museum of Art in beautiful Langan Park is the largest art museum along the Gulf Coast from New Orleans to Tampa. The 95,000 square foot facility is the setting for a permanent collection of over 9,000 works of art spanning two centuries of culture, as well as world renowned traveling exhibitions and regional art exhibits. (www.mobilemuseumofart.com)

City and Historic Home Tours: Two hour motor coach, overview tours of Mobile and historic homes, can be arranged through the Mobile Welcome Center located in Fort Conde Village one block south of the hotel.

Richards DAR House Museum: One of Mobile's finest examples of the Italianate style. Famous for its cast-iron facade depicting the four seasons. National Register (1860). This beautiful Town House of the Italianate style tells the story of Mobile during its antebellum period. After being turned over to the city of Mobile in 1973, the five Mobile Chapters of the Daughters of the American Revolution leased the home. The organization is responsible for furnishing and administering it as a Period House Museum. (www.richardsdarhouse.com)

Conde'-Charlotte Museum House: The Conde'-Charlotte Museum House, located on Theatre Street adjacent to Fort Conde, was built in 1850 by Jonathan and Elizabeth Kirkbride. The house was built on the site of an 1822 jail. A two-foot thick brick floor and doors from the jail remain on the site. Since 1957, the house has been owned, preserved, and operated by The National Society of the Colonial Dames of America in the State of Alabama. (www.condecharlottesmuseum.com)

Oakleigh Historic Complex: At Oakleigh Historic Complex, costumed guides lead you through an intimate experience of 19th century Gulf Coast living in an authentic setting. Oakleigh's three house museums interpret three aspects of daily living in mid-19th century: society, servant and working class. (<http://www.historicmobile.org/Oakleigh08.htm>)

Bragg – Mitchell Mansion: Canopied by a grove of century-old oaks and furnished with fine antiques and crystal chandeliers, the Bragg-Mitchell Mansion offers a rare glimpse of life in the Old South. When it was built in 1855, the house was the center of the

lively social life of the thriving cotton port of Mobile.
(www.braggmitchellmansion.com)

Bass Pro Shop: Lots of outdoor and hunting attractions with various wildlife displays and restaurant. Take I-10 east, take the first exit after crossing the bayway, and turn left.

Historic Fairhope: Established in 1894 on a bluff that overlooks Mobile Bay. It is now a town of about 17,000 but has maintained its small town character and ambience that everyone enjoys. You can stroll through the town that is lined with unique, quaint shops or find a quiet spot for lunch. Makes you feel like you've just gone back in time. (www.fairhopealabama.net)

Tanger Outlet: Located in Foley, the shopping center has over 120 factory outlet stores. (www.tangeroutlet.com/foley)

Bellingrath Gardens: Bellingrath Gardens and Home was the creation of Mr. and Mrs. Walter Bellingrath. The Gardens first opened to the public in 1932 while a national garden club meeting was taking place in Mobile. Mr. Bellingrath placed an ad in the Mobile paper, announcing that anyone who would like to see the spring garden could do so free of charge. After an overwhelming response, the couple decided to keep the gardens open year-round, beginning in 1934. Restaurant and gift shop available. (www.bellingrath.org)

Eastern Shore Center: Eastern Shore Centre offers an extraordinary shopping experience of unique specialty shops, boutiques, and restaurants. (<http://easternshorecentre.com>)

USS Battleship Alabama Memorial Park: Experience World War II to Iraqi Freedom, at one of America's finest military parks. Here at Battleship Memorial Park you'll walk the decks of a mighty battleship. Go below in a World War II submarine. View cockpits of combat aircraft. You'll also see tanks, a Vietnam River Patrol Boat, a plane like the one flown by the Tuskegee Airmen, Coast Guard aircraft, and the Alabama Vietnam Memorial. It's all here, all waiting to be discovered! (www.ussalabama.com)

Restaurants: In addition to the hotel restaurants, there are many restaurants within walking distance of the hotel. There are several popular seafood restaurants on the causeway.

Events and Activities Thursday 10 November

Roost Registration and Hospitality Room: The Hospitality room is located on the ground floor in the Schooner Room. Cash bar. The large hospitality room opens up onto the hotel front terrace. The Hospitality room will be open 1400-2300. A floor map is provided in your packet. Evening meal will be on your own.

1400 – ATC Simulator Building Dedication: The new HC-144 simulator facility will be dedicated and named after Captain Bobby C. Wilks.

1800 – Dave and Vicki Connolly open house. Reservations required:

Contact Dave and Vicki directly: (251) 861-3054 or email davidconnolly@yahoo.com.

Events and Activities Friday 11 November

Veterans Day - Thank a Vet!

0830 – Hospitality Suite Opens: Registration continues throughout the day. The Hospitality Suite will close at 1700 and re-open after the Roost Reception.

0830 – 1700 Charted Motor Coach to NAS Pensacola arrives at hotel for loading. Bus departs at 0900. Air Show is from 0945 – 1500 with the Blue Angels scheduled to fly at 1400. If you purchased a box seat ticket for the air show, be sure you have your ticket bracelet or you will not be allowed into the box seat area. Bus will make a stop at the Naval Aviation Museum and then proceed to the Air Show drop off point. Transportation will be available from the museum to the air show but details are not yet available. In the event of inclement weather, we will still go to the museum. **Motor coach is \$25/person, air show box seat tickets are \$12/seat (non-refundable).**

0830 – 1630 Self Directed Activities

1000 – 1400 ATC Simulator experience and aircraft static displays: – Sign up for your simulator ride via the on-line link at www.aoptero.org. **No charge**

1000 – Veterans Day parade winds its way through the heart of downtown Mobile honoring all our Veterans.

1730 – 2000 Roost Reception: Welcome to the delta – “*Cajun Style*” buffet fried catfish strips with grits, red beans and rice, seafood gumbo, Jalapeno corn bread, steamship round of beef with small yeast rolls, bacon wrapped scallops, fried Mac & cheese bites. Get reacquainted with old friends and meet our sponsors. Meet everyone in the Mobile Bay Ballrooms I, II, III on the second floor. Cash bar.
Casual dress. \$39/person.

1800 – Veterans Day Concert by Mobile Pops Band at Battleship Memorial Park. - **No charge.**

Events and Activities Saturday 12 November

0900 – 1700 Hospitality Suite Opens. The hospitality suite will be open throughout the day, but will close at 1700 and re-open after the banquet.

0900 – 1700 Self Directed Activities

1000 – 1400 ATC Simulator experience and aircraft static displays. - Sign up for your simulator ride via the on line link at www.aoptero.org. **No charge**

11:30 Golf – Azalea City Golf Course: Includes green fees, cart and prizes. Lunch is NOT included, but a grill is available in the clubhouse. Hosted by Ptero Pat Brennan. **\$40/person.**

1700-1900 Pre-Banquet Social: Listen and dance to the music of Doug Breau on the second floor main lobby area. Open bar or hotel bar. Get ready to be WOWED!! with Doug’s exceptional 5-piece jazz/pop/swing band, “The Magnificent Five“, featuring music we love from the Great American Songbook (40s/50s/60s/70s). Check out samples of his music at www.dougbreau.com/cd-store.

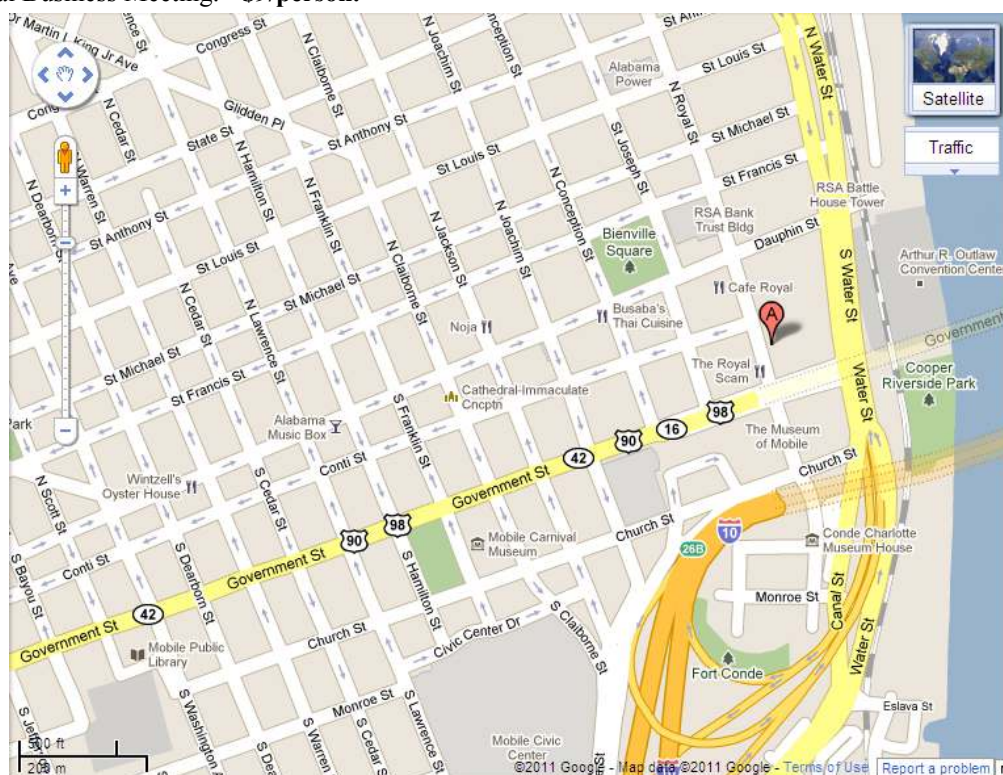
Coat and tie or military Service Dress Blue. This is part of the banquet, **No additional charge.**

1900 – 2100 Annual Awards Banquet: Featuring CG Awards sponsored by CGAA. Dinner options of: 1) 8oz sirloin steak (medium), 2) Trout Almandine, or 3) Chicken stuffed with spinach, mozzarella and Feta cheese with roasted tomato sauce. All served with salad, garlic mashed potatoes, steamed baby vegetables, warm rolls and desert of warm bread pudding with caramel sauce.

Coat and tie or military Service Dress Blue. - **\$45/person**

Events and Activities Sunday 13 November

0830 – 1200 Coast Guard Aviation Update followed by Business Meeting: Meeting room TBA. Includes coffee and pastries. Coast Guard Aviation Update by Commanding Officer, ATC Mobile, History of ATC Mobile-how we got there, followed by the annual Business Meeting. - **\$9/person.**



REGISTRATION MOBILE ROOST - NOV. 10-13 2011

Preferred registration online at:

<http://www.aoptero.org/roost11mob/roost11online.php>

REGULAR REGISTRATIONS CLOSE 11 OCT
Late registrations accepted through 1 November



NAMES/Ptero Number:		
Guest Name(s):		
Names you wish to have on name tag.		
ADDRESS:		
CITY,STATE,ZIP		
PHONE		
EMAIL ADDRESS		
DATE ARRIVING		

Roost Shirts: Royal blue polo shirts printed with Roost Logo. Check roost web site for image of shirts and logo.

Shirt Orders must be received by 11 October 2011.

<i>Item</i>	<i>Cost</i>	<i>Number</i>	<i>Total per item</i>
Small	\$25		
Medium	\$25		
Large	\$25		
XL	\$25		
2XL	\$30		
3XL	\$30		
4XL	\$35		
5XL	\$35		

<i>Activity</i>	<i>Cost per Person</i>	<i>No.</i>	<i>Total per Item</i>
THURSDAY-Pre Roost Activities			
Event A --- Simulator Building Dedication-ATC	No charge		
Pre-Roost gathering hosted by Ptero Dave and Vicki Connolly at their home on Dauphin Island. RSVP Required. Contact Dave and Vicki directly: (251) 861-3054 or email davidconnolly@yahoo.com.			



FRIDAY

Event B --- Blue Angels Air Show and National Museum of Naval Aviation.

Box Seats Section E and part of D are reserved for Pteros-(non refundable). In the event the airshow is canceled, we will still go to the museum.

Link to Air Show layout: <http://www.naspairshow.com/index.html>

\$12

Event C --- Transportation to Pensacola Naval Aviation Museum and Blue Angels Air Show.

Departing at 0900 arriving at NPA at 1030. Return trip will depart NPA after the air show and return to Mobile by 1700.

Airshow is schedule to run from 0945 - 1500. The Blues are schedule to fly at 1400.

In the event of inclement weather we will still go to the National Museum of Naval Aviation. <http://www.navalaviationmuseum.org>

\$25

Event D -- ATC Simulator experience and Aircraft Static Display

No charge but simulator time must be reserved in advance at (same as event H) . <http://www1.mysignup.com/cgi-bin/view.cgi?datafile=uscgsimulator> or use the link on www.aoptero.org

Event E – Roost Reception

Welcome to the delta--"Cajun Style" buffet. Get reacquainted with old friends and meet our major sponsors.
(Friday 1730 - 2000)

\$39

Event F - Veterans Day Concert by Mobile Pops Band at Battleship Memorial Park Aircraft Pavilion No charge -
-For seating estimates only-Transportation not provided

\$0

SATURDAY

Event G --- Golf

11:30 Azalea City Golf Course. Price includes green fees, cart and prizes. (Lunch NOT included). Hosted by Ptero Pat Brennan.

\$40

Event H -- ATC Simulator experience and Aircraft Static Display

No charge but simulator time must be reserved in advance at (same as event D) . <http://www1.mysignup.com/cgi-bin/view.cgi?datafile=uscgsimulator> or use the link on www.aoptero.org

Event (I) Self directed activities. Information on local tours and sites will be in your registration packet or available at the hotel.

Event J Awards Banquet ---

Pre-dinner cocktails, dancing, music by Doug Breau 1700-1900

Banquet starts promptly at 1900

\$45

8 oz sirloin steak,
cooked to medium

Trout Almandine served
with Garlic mashed potatoes and steamed baby
veggies

Chicken stuffed with
spinach, mozzarella &
Feta with roasted tomato
sauce

SUNDAY			
Event K --- State of Coast Guard Aviation by CO, ATC Mobile, History of ATC and how we got here by Paul Grimes Business Meeting. (Sunday 0830 - 1200) <i>Coffee and pastries provided.</i>	\$9		
REGISTRATION FEE (per registration – NOT- per person)	\$20 \$30 after October 11	Active duty: None	
Total Cost			\$
<div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p>Register on line at: http://www.aoptero.org/roost11mob/roost11online.php</p> <p>OR -Write your check to “ Roost 2011” and return this form and check to: Ptero Roost 2011 PO Box 851803 Mobile, AL 36685-1803</p> </div> <div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><u>Contact for Questions</u> Gary Gamble 251 268-9203 Roost11@cgaviationassn.org</p> </div>			

USCG Women in Aviation

By LTJG Stephanie Young,
CG Compass

It was 1911 when Harriet Quimby moved from Michigan to New York. Inspired by the challenge of flying an “aeroplane,” Quimby took flying lessons and on August 1, 1911, became the first American woman to get her pilot’s license. In the 100 years since, women have gone on to fly around the world and launch into space. But despite these advancements, aviation continues to be a male-dominated field.

According to the Federal Aviation Administration, of the nearly 600,000 pilots in the United States, approximately six percent are women. Additionally, women account for less than four percent of the more than 500,000 non-pilot aviation related jobs in the US.

The aviation community in the CG is no different. Of the approximately 4,500 Coast Guard personnel assigned to air stations, only 4.5% are female.

To inspire more women to fly, each female aviator knows they must be an ambassador of the service. Whether they are refueling at a local airport, encourag-

ing high school students at a career fair or just talking to a neighbor, they know every interaction and representation of their service counts.

“Being an aviator in the CG is so much more than just a job,” said Petty Officer 3rd Class Lindsey Mathews, the only female aviation maintenance technician on her hangar deck at the Helicopter Interdiction Tactical Squadron based out of Jacksonville, FL. “I kind of fell into being a mechanic but it is stuff that I would never get to do in the outside world. The guys and girls that I work with are so professional and on point. And when you’re not they pick you back up.”

And while every member is inspired to serve in their own unique way, CG aviators know to succeed once you have joined, you must continue to be inspired. Lt. j.g. Caitlin Mitchell Wurster, a pilot at AirSta New Orleans, joined to fulfill a lifelong dream but continues to be motivated every time she flies. “I’ve wanted to fly since I was thirteen,” said Mitchell Wurster. “Once I learned about the CG and the opportunity to fly a helicopter to save lives, that is all I have wanted to do. It took a lot of work to get here, but it was all worth it. It is an amazing feel-

ing when you find someone you have been looking for and know they will be going home to their family.”

A career in CG aviation is tough but incredibly rewarding. It requires expertise in complex systems. It requires stamina. And mostly, it requires a drive to excel when the stakes are the highest and lives are on the line. CG aviators hope to inspire others to find this meaningful career, and are making a dent, one pilot, engineer, mechanic and swimmer, at a time.

“I’ve been wanting to fly for a really long time,” said Samantha Caldwell, a student from Puyallup, Wash., who stopped by the CG’s booth at the 2011 Women in Aviation, International Conference for a chance to talk to women already making a difference in the CG. “My first choice is the CG because it’s a good opportunity that sets you up for life. I want to serve because it is in my blood. My dad is a firefighter and I like to be there for people as much as I can.”

Good luck Samantha! We hope you’ll be a CG aviator of tomorrow and part of the next generation of women inspiring a life of service.

[See “**Women in Aviation**” on P. 18]

USCG Aviation Exhibit Soars

Story and Photos by Ben T. Harmatz



On Tuesday, 7 June, at Naval Air Station Wildwood Aviation Museum, CAPT William Kelly, CG Training Center Cape May, NJ CO, officially opened the new CG Exhibit. Bruce Fournier of the Wildwood Aviation Museum introduced CAPT Kelly, the honored guest. Captain Kelly spoke to a hangar full of active and retired CG personnel and those from the public having an interest in the new CG Exhibit. The Training Center's Color Guard was also at the ready.

Bruce Fournier, in his eloquent address to those in attendance, spoke of the wonderful relationship between the CG and the locals. In fact, Mr. Fournier stated that his sister had met a very nice CG recruit from Harrisburg, PA and today they are married and living in Atlanta, GA. Mr. Fournier further spoke about the ongoing relationship between the CG and Cape May County, including the Friday graduations and the CG band (one of Mr. Fournier's mom's favorite musical groups).

CAPT Kelly, a Cutterman, was not at all shy in addressing the aviators in attendance and speaking about the new CG Exhibit. He openly joked about his

friends contacting him after they learned that he was scheduled to be the guest speaker. He said six of his CG classmates sent him e-mails and one even asked if his talk was going to address how much flight pay he receives for driving a desk! CAPT Kelly said he was very excited to be invited to a museum which would pass on history to our children and grandchildren.

CAPT Kelly went on to enlighten those in attendance when he talked about Elmer Stone, the first CG aviator, and that CDR Stone was a CO of Air Station Cape May. Air Station Cape May, which was one of the first two air stations established by the CG, was set up to combat rum runners. CDR Stone completed the first Trans-Atlantic flight and also was the recipient of the Navy Cross and the Congressional Medal of Achievement. CDR Stone had also commanded two CG cutters.

CAPT Kelly, a CG veteran of 28 years, cut the ribbon at the CG Exhibit and the guests boarded HH-52A CGNR 1462, as well as a flight simulator which was on display along with many other items and photographs.

The CG Exhibit is located in Hangar One at the Cape May Airport, which is a former Naval Air Station.

[CGAA Historian Ptero 'Bear' Moseley, Aviator 743, reports that on 7 September 2001, a CH-47 from the Pennsylvania Air National Guard delivered 1462 from the Aberdeen Proving Grounds, MD, to NAS Wildwood Museum. This transfer was brought about through the efforts of

Ptero Tom King, Aviator 1775, (at the time, CO of CGAS Atlantic City, who became Chief of CG Aviation Forces), LCDR Bruce Decker (CGAS Atlantic City) and others who worked closely with Dr. Joseph Salvatore of the NAS Wildwood Museum. CAPT King was the SRR platform manager in the late 1980s and transferred four of the last CG HH-52s to Aberdeen Proving Grounds after they were replaced by the new HH-65A Dolphin. Dr. Salvatore contacted Aberdeen who agreed to donate one of its four HH-52 aircraft to NAS Wildwood and arranged its dramatic sling load delivery as part of a National Guard training exercise. The aircraft was gently lowered to the Cape May County and the cables were disconnected. The CH-47 then landed and off-loaded the rotor blades for later reinstallation. The intent was to fully restore this proud aircraft. The museum is open to the public 9 A.M. to 4 P.M. Tuesdays through Sundays. Recently a contingent from CGAS Atlantic City (Capt Nick Bartolotta Commanding) proceeded to Cape May for a clean up program. The group was organized by and under direction of Command Master Chief Pat Daniels. BZ to AETCM Daniels, AETCS Dave Ozuna and son Chris, ASTCS Mike Mille, YNC Mark Knapp, EMC Steve McCauley, AETC Keith Schiaffino and son Tyler, OSC Lucas Vazquez Cruz, and AETC Rich Ray...Ed]



Women in Aviation from 17



Lt. j.g. Caitlin Mitchell Wurster shares information on becoming a CG aviator with Samantha Caldwell, a student from Puylup, Washington, at the Women in Aviation, International Conference. USCG photo by Petty Officer 3rd Class Kelly Parker.



CAPT Kelly, Mrs. Kelly, and Mr. Bruce Fournier Cutting the CG Exhibit ribbon.

Phoenix Project Update-Delivering a Museum-quality HH-52A to the National Air & Space Museum

By Ptero Prez Mont Smith, Aviator 1520

Folks, as you know, I established a goal for CGAA four years ago to get this project completed on deadline by mid-2013. Mr. Roger Connor, curator at NASM U-H, spoke at our 2009 Roost banquet in Elizabeth City and promised that the candidate aircraft would be placed in a position of honor, possibly suspended in flight from the overhead. RADM Bob Johanson, USCG (ret.) has labored long and hard to get 3 H-52s, along with associated dynamic components, from the Aberdeen proving grounds. CGAA purchased an H-52 from a training facility in Arkansas for roughly \$8.6K and donated it to the CG. Coincidentally, it arrived at ALC the same weekend as the 2009 Roost.



At the Roost business meeting, we concluded a Memorandum of Understanding for an Action Plan between the CG and CGAA, together with a Gratuitous Services Agreement that would permit CGAA members, be they active duty or volunteers from the community, to work on the aircraft at ALC using tools and materials authorized by the CG for the purpose of preparing this artifact for acceptance by a major national aeronautical museum where it will be visited each year by hundreds of thousands of people – including young people who may be inspired to pursue a career in the USCG. CAPT Ray Miller, USCG (ret.) has been instrumental in negotiating the terms of these agreements and facilitating the Phoenix Project, as it has come to be known, so that a once-beautiful bird will rise from the ashes of ignominy.

As you can well imagine, the CG is not disposed toward spending scant budgetary resources on this project, now or in the future. Nonetheless, I feel we should not miss this once-in-a-lifetime

opportunity to do something for posterity. Accordingly, with your acquiescence, I am planning to commit \$10,000 of CGAA Sponsor Funds to commission an engineering Assessment for an Implementation Plan (AIP) with a reputable local Elizabeth City firm, ETCS, LLC. The scope of the study would entail approximately 100 billable man-hours at a rate of \$100/hour, not to exceed a cost of \$10,000 and would include the following:

- Condition and prospects of renovation
- Parts cannibalization prospects
- Missing parts required for (a) acquisition, or (b) fabrication
- Estimated bill of materials for Coast Guard support
- Estimated bill of materials for CGAA and sponsor support
- Work plan and schedule of accomplishment
- Documentation available and required (e.g., ALC production line drawings, Sikorsky engineering drawings, workbook detailing restoration for Smithsonian, etc.)

After completion of the study, and based on a CGAA- solicited proposal from ETCS, LLC to act as the executive agent for CGAA in the renovation, I intend to ask you to approve a multi-year contract, based on funds available and to be collected, to commence the renovation.

Your Executive Board has authorized a Phoenix Task Force to lead the effort to help approach the larger aviation industry sector in a major fund-raising campaign. We will have a better idea of the funds necessary for labor and materials to complete the restoration once our contractor, ETCS, LLC, has completed the engineering Assessment for an Implementation Plan (AIP). This should happen very soon. We plan to begin to fund the restoration once the AIP is complete.

The following Q. and A.'s are offered for your consideration.

Q. What kind of aerospace donors are we approaching for help?

A. Airplane, helicopter, and Unmanned Aerial Systems manufacturers, space vehicle manufacturers, engine and systems manufacturers, commercial airlines and helicopter companies, private individuals, philanthropists, and aviation enthusiasts, and many, many more.

Q. Will the CGAA membership be asked to contribute?

A. Yes. You have dug deep into your pockets before for things like memorials to fallen shipmates. This is a chance to create a lasting tribute to arguably one of the most unique helicopters ever designed and built...the first amphibious, turbine-powered rescue helicopter in the world.

Q. Where should I send my check?

A. Make it out to "CGAA Phoenix Project" and mail it to Coast Guard Aviation Association, P.O. Box 222905, Chantilly, VA 21053-2905.

Q. Won't this "break the bank?"

A. No. I will not dip into our USAA funds. We will pay as we go, or temporarily suspend operations pending receipt of additional funds.

Q. How can I help?

A. Every one of you should be an aggressive advocate for this project. We are preparing a "fact sheet" describing CGAA's functions and accomplishments, and the scope of this project. We need you to approach friends, families, business associates, golf buddies, and influential people in your communities. This is a highly worthy cause, and your kids and grandkids will appreciate your endeavors. Don't forget to tell donors that CGAA is a 501(c)(3) non-profit, charitable organization. Our Treasurer will provide a means for you to download a receipt with our EIN to be filed with your tax records to substantiate any donation.

Q. Can I volunteer to help with the restoration?

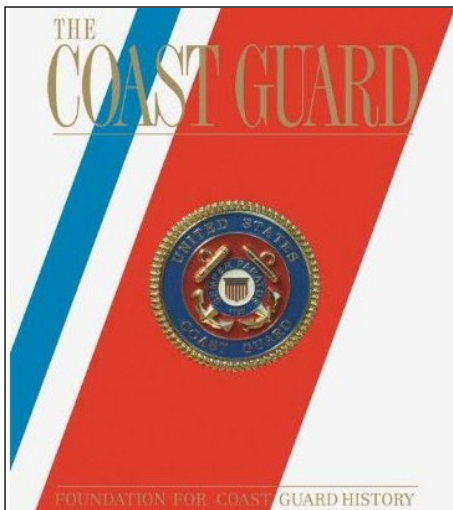
A. Yes, under terms specified in the GSA and MOU, and after signing a "hold harmless" agreement. ETCS as CGAA's executive agent, will have the final say in managing the workforce. Details will be forthcoming.



Book Review: "The Coast Guard"

Attached is a book review of **The Foundation for Coast Guard History's** latest edition of their book, *The Coast Guard*. I had the pleasure and great honor (as a former Goat pilot in real life) of serving as editor in chief of both editions. This review comes from the Military Writers Society of America.

We have started tentative plans for me to have book signing opportunities at the Mobile Roost in November.
Ptero Tom Beard, Aviator 1104



This magnificently produced coffee

table edition combines brilliant artwork, writing and editing. Its fourteen inches from the top to bottom, with nine-inch wide pages and a cover embossed by the Coast Guard seal, constitute a fitting and imposing tribute to the CG's 220-year history. The CG's varied and integrated services over more than two centuries have had such an impact in so many diverse areas – national defense, rescue, humanitarian services during disasters, securing commerce and counter-terrorism – that it has in a real sense become a victim of its own versatility. Those who have sought in the past to tell the CG's story have often failed to articulate a common theme by which to define its mission and unique character.

The editors of this book, working under the auspices of The Foundation for Coast Guard History, have sought to surmount the obstacle that a multi-mission organization poses to the telling of a cohesive story. They have more than met the challenge.

By organizing the book in to four major sections entitled, "Duty", "History", "Life" and "Devotion", the reader has an instant frame of reference and organizing principle for understanding the overarching mission of the CG, which your reviewer would describe as protecting and serving humanity in times of war and peace. The book correlates the many

ways the CG performs this mission.

A "Foreword" from Walton Cronkite, a self-professed "Coast Guard junkie," sets the tone. The distinguished journalist, in his own first-hand contacts with the CG dating back to World War II, relates how they were among the first to go into combat after Pearl Harbor; how they set troops ashore during the Allied Landing in North Africa, landed troops on the shores of Normandy on D-Day, and performed similar missions in both Korea and Vietnam. The CG served with distinction on vessels off the coast of Vietnam in the South China Sea, where its crews conducted countless heroic rescues.

The Coast Guard chronicles the many deeds of daring of the Service in peace and war. The book is visually beautiful, with superb photographic displays and drawings interspersed with a well-written narrative. The historical profiles of the CG at Guadalcanal and Normandy should not be missed by World War II buffs.

The stirring depictions of CG life-saving, humanitarian and evacuation mission in New Orleans, during Katrina, and Haiti, during its recent earthquake, are worth the price of the book alone. I highly recommend this book to all caring and patriotic Americans.

Jim Greenwald, Lead Reviewer



A short history of "Cosmic Airlines"...aka CG Air Reunion

By Ptero Roger Schmidt, P-2729
ATCS, USCG, (Ret)

The Cosmic Air reunion began, best we can determine through our records, about 52 years ago. It started out as a loose knit group of aviation folks who were flying the Wespac in support of, and/or construction of the Loran stations. It developed over the years as a "West Coast" CG aviation reunion.

There are various stories regarding where the name "Cosmic Airlines" came from. The common thread among them is that there was an apparent mix-up by some ATC controller, and when one of the R5D's, or was it a PB4Y-2, or maybe even as late as a C-130, was landing at one of the remote sites, he broadcast landing information as "Cosmic Air xxxx, cleared to land"...or

something to that effect. The name stuck.

In any case, we have now evolved into a loose knit group of folks that get together once a year, look at old photos, swap tales, and lie to each other about how good we look despite our age. We have no membership, no dues, and very little organization. Mostly retired Coast Guard pilots and aircrew, with friends. Our ages run from WWII vets (we had two of them this year) on up to active duty. This year's reunion was held at the Orleans Resort and Casino, Las Vegas. Next years location is under consideration.

We have about 350 names on our mail/email list and usually have an attendance of about 100. Anyone wanting to be added to the list can contact me at rogngina@sbcglobal.net.



Willie "Boats" Ammons, R.C. Stout, Rick Trent & Ron Thomas just back from a golf outing.



Standing L-R Ron Thomas, 'Boats' Ammons talk to Linda Etheridge. Seated L-R Bob Struck, Bruce Roy, Jerry Sherwood, 'Sam' Wawrzynski, Rick Trent and (?) look over some photos.



AirSta Cape Cod Commemorates Last HU-25 Flight

by Ptero David Throop, Aviator 2709A, CO



The last "Blue Sheet" entry comments read: "Last flight complete. Exceptional aircraft over three decades of service with a brilliant record of accomplishments. BZ to the crews who flew on her during a remarkable

career. Fair winds, calm air, and safe landings to all who flew on the 2133. This aircraft will be displayed proudly at AirSta Cape Cod as a reminder to the years of faithful service rendered by the HU-25 Guardians and their crews. Semper Paratus!"

[Anyone who flew CG-2133, please send your name and stories about it to jared.a.carbajal@uscg.mil for a scrapbook about 2133...Ed]

On 6 June, CG2133 took off, landed and taxied from USCG Air Sta Cape Cod for the last time. Under clear skies, LCDR Mike Lachowicz, AMTCM Keith Rees, AMTC Dan Hayward, AMTCS Troy Kalbach, AET1 Jamar Jones and I flew the HU-25 Guardian for its final flight before being retired. CG2133 has flown a total of 15,371.4 hours in support of CG operations around the country since it was delivered to the CG by Dassault Falcon Jet Corp. on 28 June, 1983. CG2133 has served three tours at AirSta Cape Cod for a total of 5275.4 flight hours of service to the First CG District. CG2133 is the first Falcon Jet to be retired at Cape Cod, and will join CG7250 HU-16E Albatross on display at the front gate of the AirSta as a tribute to CG Aviation's rich past.



Bottom row L-R: AMT2 Matt Face, AMTC Dan Hayward, LCDR Michael Lachowicz, AMTCM Keith Rees, AMTCS Troy Kalbach, CAPT David Throop, CWO2 Dave Corey, CDR Eric Gleason. Top row (on the wing L-R): AMT3 Alejo Echevarria, AMT3 Brendan Hermes, AMT3 Ken Adams, AMT1 Kelvin Gomez, AMT2 Mike Sorrentino, AET1 Jamar Jones, AMT1 Mickey Winchel, AMT1 Josh Dulong.

2011 ELECTION OF CGAA OFFICERS

As reported in Sitrep 1-11, an election this year is required by Article VIII, Section 1 of association ByLaws for the offices of President, Executive Vice President, Executive Secretary and Treasurer. The election will be held at the 2011 Convention (roost) business meeting. Pertinent provisions of the ByLaws include the following:

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

Sitrep 1-11 solicited nominations for each office prior to 31 May 2011 in order to appear on the absentee ballot.

2011 Coast Guard Aviation Association ABSENTEE BALLOT

	<u>Yea</u>	<u>Nea</u>
For President:		
For Executive Vice President:		
For Executive Secretary (additional term):		
For Treasurer (additional term):		

Steven J. Reynolds

Joseph T. Baker

Paul L. Milligan

Benjamin J. Stoppe, Jr.

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

No additional nominations have been received.

Absentee Ballot procedures:

1. All eligible members may submit an absentee ballot.
 2. To be counted, completed ballots must be received by postal or electronic mail by 15 September.
- Postal: Cut out or photo copy this ballot and mail to 3658 Bracknell Drive, Woodbridge, VA 22192-7465
- Email: Scan and embed completed ballot to Pterosec@aol.com (alternatively, you may simply Email text expressing your choices - that will be acceptable as long as you include your name and Ptero number)

Name _____

Signature _____

Ptero Number _____

The Old Girl Is Back to What She Used to Be!

by Ptero Tom Rich, P-2596



Work on refurbishing HC-131A 5794 began just over a year ago. A crew of “Colorado Coasties” headed by Ptero ATCM (ret) **Tom Mulford** and including Pteros **Mike Andres**, **Dave Elliott**, **Grace Kessler**, **James Reid** and **Tom Rich**. Other help has been generously donated by CG auxiliary members and CG “black shoes”. The crew has accomplished a lot but with still more dreams, schemes and plans to be fulfilled.

For over 25 years 5794’s exterior deteriorated from the effects of Pueblo, Colorado’s weather. Work began to sand, prime and paint the exterior in order to bring the plane into the protection of the new, second hangar which was completed in October 2010. The 5794 was pulled in through the unfinished back wall and is now hangared forever as it is too tall and wide to fit through the hangar doors – the largest plane on exhibit in Hangar 2.

Since hangaring, both pilot windows have been replaced, all cracked/fogged cabin windows have been replaced, all seating has been reupholstered, a platform and stairs have been built portside aft at the medevac hatch. The medevac hatch and the passenger hatch have been ‘permanently’ opened. All this with the intent of creating a self-guided, one-way visitor access to see the plane’s interior. In the future we hope to find inert flares, surplus parachutes, rafts, pumps, personal floatation devices, radios – in other words anything and everything that will make the plane’s interior look as if it is the ready plane on the line. It is also hoped that we can have other Coast Guard exhibits both inside and outside the plane.



Under the platform’s deck, we’ll enclose three sides and install a TV / DVR in order to have continuously running Coast Guard videos playing for museum visitors’ enlightenment. Also in the works will be a unique welcome to the only Coast Guard aircraft on display in the entire Rocky Mountain Region – stay tuned for details.

The Pueblo Weisbrod Aircraft Museum (www.pwam.org), a 501.c.3 organization is currently working to get a surplus Coast Guard HU-25 Guardian donated. Should we be successful, the acquisition will further the telling of the USCG aviation story miles from the nearest coast.

None of this would have been accomplished without the generous donations from businesses and individuals, including \$1,200 from the Pterodactyls.

Please feel free to contact Tom Rich at pteros@earthlink.net for any questions, comments or help in finding artifacts for the plane’s interior. Thanks to all Ptero members for the donation, along with an invitation to come to Pueblo to see old 5794 for yourselves.

[See related picture on P. 24 and related story in issue 2-10...Ed]

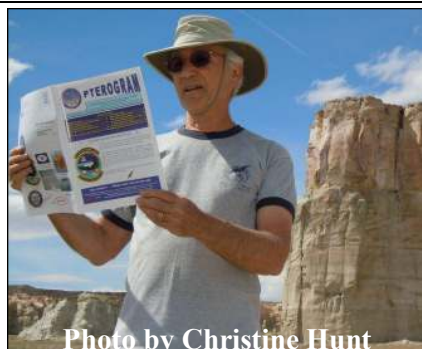


Photo by Christine Hunt

Ptero Jay Crouthers, Aviator 1360, was sighted reading a Pterogram at White Rocks, Arizona

Update from the National Naval Aviation Museum Foundation (NAMF), Pensacola by Ptero VADM (Ret.) Vivien Crea, Ancient Albatross #21

As the humble successor to VADM Deese Thompson representing the CG on the NAMF, thought I better give an overdue sitrep on the Museum and spring symposium.

First, those of you visiting the museum will see some significant changes with the opening of the huge new museum facility next door, Hangar Bay One. The museum is in the process of reorganizing its vast collection, which had gotten so crowded it was hard to see the trees for the forest! Do not despair about the empty corner under the CG sign where our display used to reside! Proceed immediately to Hangar Bay One where you will find several CG aircraft in splendid glory alongside other post WWII era aircraft, and the fore-mentioned artifacts waiting to be built into a new display. A plea to those of you with ideas and cool stuff to coordinate with. This is a once in a lifetime opportunity to shape the new USCG exhibit, and it should be inspiring and classy, something we old guys and the young’uns can be proud of for years to come.



“Hoverfly” with CAPT Steve Truhlar (L), Frank Manson (CG Aviator #395), flight student LTJG Kristine Rice and me.

Second, a plug for attending the annual Naval Aviation Museum Foundation symposium, held every May. It’s free, and has some very interesting panels on aviation history as well as current updates from the leadership in USCG/USN

and USMC. Plus it's held in the museum foyer underneath the gorgeous aircraft (including a T-34 and T-28 for those who want to go down memory lane.) CAPT Steve Trulhar (CO, Mobile) most ably spoke for the CG on this year's terrific panel on "Rotary Wing Revolution," the evolution of the use of helicopters in naval aviation. And Ancient Albatross RADM Gary Blore humorously held his own in a sea of summer whites on the panel on "Naval Aviation: Issues and Answers."



RADM Blore (far left)

At lunch, the Association of Naval Aviation (ANA) gave out their awards - and happily, the CG made nearly a clean sweep for the SAR and sustained operations (read epic mission support role!) following the BP/Deepwater Horizon oil spill.



Third, building our future. The Naval Aviation Museum has nearly completed construction of the National Flight Academy (NFA) in an impressive building next to the original Museum and Hangar Bay One. It is scheduled to open next year targeting 7-12th graders in a resident "space-camp" like experience stimulating leadership development, team-building and practical applications of STEM (science, technology, engineering and math). The interior of the NFA will be outfitted to resemble an aircraft carrier complete with the resounding rumble of carrier ops and simulators - ALMOST enough to make you want to get carrier-qual'd!

Finally, I had the superb opportunity to meet some of our CG flight students (some in the audience listening to RADM Blore's presentation.) What an inspiring bunch! While they were pining to get their flight suits and start slipping the surly bonds, I was green with envy wishing I could start all over again - and left supremely confident that our CG, especially aviation, is in extraordinarily capable hands. Launch the solos! And put the National Naval Aviation Museum on your recurring bucket list - be sure to visit during the next roost next door in Mobile.



CGAS New Orleans
Awardees- CDR Riedlin,
MCPO Davis, and PO1 Hart
(winner of the ANA CHIEF
PETTY OFFICER OF THE
YEAR AWARD) display
the ANA HELICOPTER
AVIATION AWARD with
ADM Mark Fitzgerald,
Chairman of the ANA

ATC Mobile Awardees-
CAPT Truhlar & CDR
MacDonald display the
ANA FLEET SUPPORT/
SPECIAL MISSION
AWARD



Aviation Logistics Center Elizabeth City Host CATP Participants

by Ptero Olav Saboe, Aviator 3462

On behalf of LCDR Tom Engbring and I, we would like to thank the CGAA for your generous monetary donation and helping make our evening with the cadets a success. We hosted the dinner on Thursday, 9 June, and had a great turnout. Attendees included nine 2/c Cadets, the summer Ensign, an E-City 11th grader interested in CGA and his dad, and six past and present ALC officers and their families. The Cadets were full of energy and stories of summer adventures. They enjoyed some yard games, great food including Cajun style jambalaya, and topped off with some outstanding homemade ice cream courtesy of a 5th generation Engbring secret family recipe. Thank you again for supporting the CATP program and giving us an opportunity to socialize and interact with the future of CG Aviation.



HC-130H CGNR 1705 Memorial Update

By Ptero Jerry Mohlenbrok,
Aviator 951

The "ground breaking" and concrete pouring took place on May 4th. The AirSta Sacramento Memorial Team has done a great job in planning this meaningful tribute to the lost aircrewmembers; we will all be proud when it is completed and dedicated. We still have about 60 bricks left to sell to completely fill the walkways at the Memorial. If you know anyone who has been thinking about purchasing a brick, please talk with them and have them order it soon. The wording on the bricks can be used to memorialize anyone you choose, not just the 1705 crew. Visit the web site www.rescue1705.com and follow the links to the secure ordering page.



Mail Call!

This issue's mail is brought to you by the newly-refurbished HC-131A CGNR 5794 now on display at the Weisbrod Aircraft Museum in Pueblo, CO. [See P.22...Ed]



AirSta Cape Cod Refurbishing HU-16E CGNR 7250

AirSta Cape Cod is currently refurbishing the CG 7205. The hangar deck recently moved the aircraft from its static display area to the hangar to begin work. Please note the missing rudder from a recent wind storm. I believe the Ptero's might be excited about this project so here are some pictures of the tow. More to come. Photos credited to YN1 Alexis Agaman.

LCDR Curtis Brown, Aviator 3487



[HU-16E 7250 was the last 'Goat' on active duty in the CG. She was retired and 'put out to pasture' at the main gate in 1983...Ed]

What's a CG Aviator?

I'm forwarding the message below from my son. He was disappointed when I retired at DCA in October 77, as he had wanted to be in the CG with me. However, Don Winchester presented him with a set of keys to the Gulfstream II,

(CG-01) and he still treasures them; (hey, I don't know if they worked or not, ask Don if they were real.)

Ptero Dave Austin, P-2073

"Dad, I read the message you sent and I would like to offer the following thoughts to append to your message. I hope you can tell this is straight from what I know to be true.

USCG Snapshot: The USCG is the most underrated and most under-appreciated of all the military branches. Their training programs are magnificent. You will experience surface training, you will experience aviation training. And while your budget will come directly from the Department of Homeland Security (who simply DON'T GET IT!) the aircraft are exceptionally well maintained by a Corps of chief warrant officers, machinists and mechanics that often extend the life of obsolete airframes 5 and 10 years. Facilities are well maintained, but the base size and supporting communities are often small relative to other services...they create their own infrastructure.

The CG motto is "Always Ready" or "Always Prepared". The USAF motto is "Aim High ... Fly-Fight-Win" also "Above All" and "No One Comes Close"...they seem to be conflicted and cannot even muster a motto in Latin. The US Navy Motto is: "Honor, Courage, Commitment"; less ambiguous than their Air Force brethren, but still lacking the sophistication of the CG.

Air Force and Navy fighter jockeys receive the best training in the world. They have more simulator flight time, enjoy more mock air-battles and to be fair, fire a lot of air to ground missiles at targets located in the worst parts of the World.

CG aviators, from day one, are patrolling the Nation's coasts and waterways, on a vigilant watch against terrorists, drug dealers, illegal immigration and perhaps most importantly ready to save lives of any wayward swimmer, boater, fisherman, diver.

You will miss many family events, you will save many people during your career, you may never see combat (although when it comes to combat in waterways, nothing beats a CG Ensign), you may find yourself wondering how

the hell you got stuck on ice breaker duty in Lake Erie...and then one day, a very special day, you'll realize that while all the other services (no disrespect intended) spend their lives training, and a portion of them executing; you as a Coasty are always executing against your mission."

HC-130H CGNR 1452 Model Displayed



The attached photos represent the culmination of many (over 720) hours of hard work on the part of Ptero Bob Workman (L), Aviator 914, the Pterodactyl resident model builder. Bob came out to Sacramento in mid-February to reassemble the model which he had made at his home in North Carolina, and had shipped to AirSta Sacramento from ECity. The reassembled model was hung on 17 February over the CG Exhibit at the Aerospace Museum of California, and it really looks great - better than my poor photos show. Coincidentally, the Museum had a fundraising dinner on 19 February in the Museum building, so this new addition was seen by several hundred people.

Ptero Jerry Mohlenbrok, Aviator 951



AN OPEN LETTER TO THE MEMBERSHIP

by Ptero Ray Copin, Aviator 744

Fellow Pteros,

Please hang in and ‘hear’ me out after I tell you why I’m writing – which I shall do without delay.

I propose we delete the word “ancient” from The Ancient Order of the Pterodactyl, thereby changing the subtitle of the Coast Guard Aviation Association to the Order of the Pterodactyl. I do not wish or expect this to be done right away. I state the proposal as my personal conviction and suggest the change should be considered only after a reasonable time of reflection by the membership. I hope we will all think about it, not stampede to judgment, perhaps discuss it at the upcoming ’11 roost, and then consider putting it to all members next year for an up or down vote.

There are reasons I do not wish to see the change instituted this year. First, while I’m not now a member of the Executive Board, I’m aware that their plate is already full enough with an election of new leadership looming, the Phoenix project and more. Second, the last of our four founders, Ptero Norm Horton, has recently made his last flight, and I believe we should allow some time to pass before further altering the creative name he and his buddies conceived for our organization. Third, I hope any immediate negative emotional response from any members -- I suspect there will be some -- will mellow in time and even possibly see some moving to support the idea.

I’m a life member of the association and participated in the first national gathering in 1978 at San Francisco which followed the initial meeting in Southern California called a year earlier by four retired aviators. Founders Andy (Captain Andy Wall), George (Captain George Thometz), Gus (Captain ‘Gus’ Shrode) and Norm (Commander Norm Horton) congregated the first assembly of Pterodactyls-to-be in Southern California in 1977 and proposed the name of “The Ancient Order of the Pterodactyl.” With a great “ring to it,” that moniker served us well for about thirty years before the formal name was changed to Coast Guard Aviation Association. The original name was retained as a subtitle, secondary name, more or less conversational. Through the years, as a Ptero and for twelve years as ‘ye editor’ of PTEROGRAM, I enjoyed the ‘old’ name which I still think of fondly. However, I recently realized what I really loved about the name was “Pterodactyl,” not the “Ancient” part. I’ll quickly add I’m not particularly sensitive about becoming more ‘ancient’ personally but am driven more by thoughts of the future than the past.

I believe more than a few young active duty aviation personnel, having for a long time heard and seen us touted as “The *Ancient* Order...,” think of we Pterodactyls collectively and individually as *ancient* and, therefore, irrelevant. I have heard us referred to thusly. Now, I know some, hopefully more, active duty individuals respect who we are and what we do and have done, especially when they hear or see us described as Coast Guard Aviation Association. However, methinks some view us as ancient. That, I realize, is difficult, if not impossible, to prove. And, even if we do delete ancient from the subtitle as I propose, it will take some time, perhaps a generation, before “ancient” will fade away. However, it would fade eventually which might well enhance membership recruitment. But there are other factors.

We have already changed our primary name to Coast Guard Aviation Association to be more formal and more in keeping with our IRS 501(c)(3) status. Incidentally, founder Norm Horton enthusiastically supported that change. More and more, I believe, we ourselves, and others, refer to the association as Pterodactyls and less The Ancient Order. Also, there are many real “Ancient Orders” which are truly ancient having been formed literally in ancient times. Google them. In our case, it’s the Pterodactyl that’s ancient, not the Order. Check out the definition of ancient in dictionaries, and I think you’ll agree our association/order is not ancient.

Here’s another point, probably most important of all. Our relationship to the Ancient Albatross awards seemingly requires constant efforts to communicate to active duty personnel, aviation and otherwise, that the Ancient Albatross awards are official Coast Guard awards and not a creation of The Ancient Order of the Pterodactyl. We support Ancient Albatross Change of Watch ceremonies with a prominent place in the programs and finance related receptions which no doubt contributes to misunderstandings of our relationship. I don’t wish to see us take a distant position, and hope our ceremonial support will continue, but providing a measure of separation by removing “ancient” from our reference would, I think, go a long way to minimize misunderstandings.

I’ve been a proud life member of the Order of Daedalians, a fraternal organization of U.S. military pilots of all services, just about as long as I have been a Ptero. The Order of Daedalians was birthed forty-three years before The Ancient Order of the Pterodactyl by World War I Army Air Corps fliers. They might have named their brainchild the Ancient Order of Daedalians but did not. I’m glad they didn’t, and I’ve never heard of any active aviators of any service referring to Daedalian members as ancient.

I first suggested my proposal to the Executive Board in a conference call Board meeting in March of this year and subsequently submitted a written recommendation. There was quick favorable support from a few and suggestions to wait from others. I did not hear, “no way, Jose,” from anyone so I was encouraged and set about concentrating my own personal reflection on the issue and on process. The more I thought, the more convinced I became that the change is warranted and not that dramatic. I also concluded that starting with an open letter to the membership might be a good way to begin a wider conversation.

Semper Paratus and thanks for ‘listening.’





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 early 2011 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AST3 Tyler J. Gaenzle	Astoria	AST3 Spencer W. Caraballo	Clearwater
AST3 Lyman A. Dickinson	Savannah	AMT3 Alex J. Colebrooke	HITRON
AMT3 Philip A. Perez	Miami	AMT3 Robert J. Cooper	Sitka
AET3 Craig T. Shilling	Detroit	AET3 Matthew C. Weber	Miami
AET3 Marcus A. Santana	Mobile		



NEWLY DESIGNATED AVIATORS

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4315 Sara P. Monace	Clearwater	4338 David J. Garden	Clearwater
4316 Brendan H. Leahy	Barbers Point	4339 James J. Okorn	Traverse City
4317 Amanda J. Harris	Atlantic City	4340 Arnold D. Wallace, III	Atlantic City
4318 Jared A. Carbajal	Cape Cod	4341 Dennis R. Westermann	Barbers Point
4319 Daniel A. Knauss	Mobile	4342 Charles M. Whitesel	Houston
4320 Steven J. Florio	Cape Cod	4343 Ryan J. McCue	Houston
4321 Gregory G. Quillen	Mobile	4344 Michael J. Dubinsky	Miami
4322 Hans F. DeGroot	Miami	4345 Conor S. Madison	Traverse City
4323 Clinton D. LeMasters	Savannah	4346 Eric C. Turner	New Orleans
4324 Tyler A. Monez	Clearwater	4347 Ryan M. Hixon	Mobile
4325 Josh L. Smith	Humboldt Bay	4348 Christopher N. McAndrew	Barbers Point
4326 Amanda P. Weiss	Elizabeth City	4349 Kyra N. VanEcho	Elizabeth City
4327 Mary E. Alexander	San Diego	4350 Christine A. Jean-Charles	Miami
4328 Zachery J. Geyer	Borinquen	4351 Bryan E. Conrad	New Orleans
4329 Caroline D. Kearney	North Bend	4352 Caleb B. Thorp	Elizabeth City
4330 Jane R. Pena	Elizabeth City	4353 Dylan G. Sapia	Corpus Christi
4331 Sean A. Lott	Clearwater	4354 Peter T. Schofield	Savannah
4332 Amy O. Keferl	Sacramento	4355 Christopher S. Branning	Miami

HITRON CO Speaks at ANA Luncheon By Ben H. Willingham

The Bald Eagle Squadron in Orange Park, FL had a full house in June to hear CAPT Donna Cottrell, USCG, CO of the CG HITRON. The Helicopter Interdic-

tion Tactical Squadron is the only such group in the CG and sends detachments out on ships as well as other locations around the world in the fight against drug smuggling and law enforcement. CAPT Cottrell showed an interesting film of Fast Boat interdiction using machine guns for warnings and a .50 cal sniper rifle to disable the boat's motor

should the boat not stop and yield for boarding after being warned. HITRON is based at the old NAS Cecil in Jacksonville. A good time was had by all.



CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

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

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

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

Sign me up for:

- ☐ Life Membership \$ 250 (includes a Ptero Pin)
- ☐ Annual Membership \$ 20 (Active Duty \$15)
- ☐ Ptero Ball Cap \$ 20 (includes postage)
- ☐ Book: *So Others May Live* (includes postage) (Paperback only, \$14)
- ☐ Ptero Bumper Stickers \$ 3 each, 2 for \$5
- ☐ Current Ptero Patch, 4 inch \$ 8
- ☐ CG Aviator/Aircrew/RS Pennants \$ 25ea. (includes postage)
- ☐ Old Ptero Patch \$ 7

Total Enclosed:

\$

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

July 2011 **Please make copies of this form and pass it on.**

Please check all below that apply:

- ☐ CG Active ☐ CG Retired
- ☐ CG Reserve ☐ Former CG(not ret)
- ☐ CG Auxiliary ☐ Other Supporter

☐ CG Aviator (Data if known:)
Designation Nr: _____ Date: _____
Helo Nr: _____ Date: _____

- ☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot
Service _____ Country _____
CG dates served: _____ to _____

☐ Other: _____

- ☐ Please send me how-to-help info!

MAIL TO:

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

AirSta Corpus Christi Aviator Awarded

Ptero LTJG Bobby Brown was recognized as the top CG student pilot for calendar year 2010. The 56th annual award presented by the Texas Society Daughters of the American Revolution honors graduates with the highest Navy Standard Score for their graduating year. LTJG Brown's name will be added to the plaque of previous awardees located in the NAS Corpus Christi Bay Club. LTJG Brown graduated with high honors from the United States Coast Guard Academy in 2008 with a Bachelor's of Science in Mechanical Engineering. Following API at NAS Pensacola, he was assigned to VT-3 at NAS Whiting Field. He completed advanced flight training with VT-31 and was winged on January 8th, 2010 as Coast Guard Aviator number 4235. LTJG Brown completed the HU-25 transition course at ATC Mobile in July 2010 and is currently assigned to Coast Guard AirSta Corpus Christi.



LTJG Brown with USN Commodore (Capt) Scott Cooledge of TRAWING 5

1023 Dedication FROM 3

A reception followed in the AirSta All Hands club. Many thanks to AirSta Clearwater for a fabulous event!



Ptero Prez Smith (L) receives plaque from MC Milbrandt in thanks for CGAA help with project as CO, CAPT Turner, observes.



Current (#8) Enlisted Ancient Al Ptero Pete MacDougall, P-2900 (L) and former Enlisted Ancient Al's Ptero Doug Farence, P-2659 (#4), Ptero Rick Trent, P-2424, (#2), and Ptero Jim Woltz, P-2363 (#1) enjoyed the festivities.



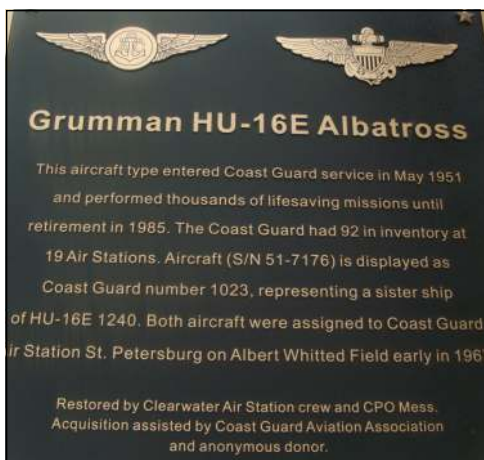
So did Pteros Paul Lamb (L), Aviator 759, Dale Schmidt, Aviator 918, Carl Hankwitz, Aviator 1176, and Marty Kaiser, Aviator 753.

The Ancient Order of The Pterodactyl
3658 Bracknell Drive
Woodbridge, VA 22192-7465

NON PROFIT
ORG.
US POSTAGE
PAID
Woodbridge, VA
PERMIT # 9



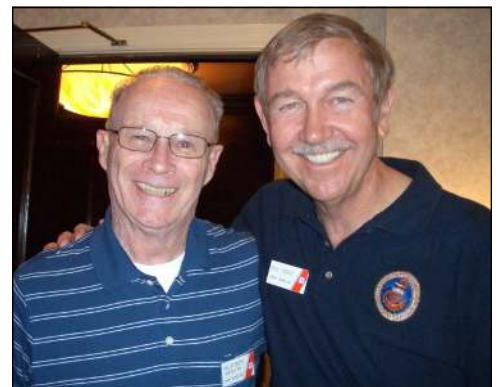
Address Service Requested



**AirSta Clearwater Dedicates
Restored HU-16E Pg. 3**



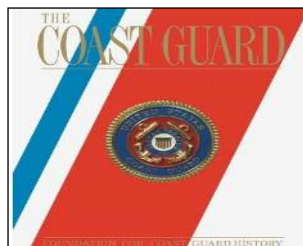
Sector Corpus Christi Pg. 10



Phil Smith (L) and Ptero Rick Trent, P-2424, former MCPOCG's, at Cosmic Airlines Annual Reunion, P. 20



**HH-52A
Restored by
AirSta Port
Angeles
Displayed at
Seattle Museum
of Flight Pg. 11**



**Book Review:
"The Coast Guard" Pg. 20**



Naval Aviation Museum Update Pg. 22

THAT'S NOT ALL !!