



PTEROGRAM

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

Sitrep 2-14 Summer 2014

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

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Cape Cod 'Roost' Cleared for Final Approach



Planning is complete for our 38th annual gathering honoring the CO, CAPT Stephen H. Torpey, Aviator 2912, and the men and women of AirSta Cape Cod from 18-21 September. The Cape Cod Roost committee has

crafted a model of New England hospitality for you. We'll be 'Roosting' at the **Resort and Conference Center at Hyannis**. Please see P. 5 for details and registration info.

Register by 29 August!

New CGAA President and Executive Vice-president Elected



I am pleased to announce the results of our special election to fill the positions of both President and Executive Vice-president of the Coast Guard Aviation Association (CGAA).

Effective May 1, 2014, the new officers of the CGAA will be (for a term to take us through our Centennial year of CG Aviation in 2016):

· President – RADM Jim Van Sice, USCG (Ret.) – CG Aviator 1777

· Executive Vice-President – CAPT Mark J. D'Andrea, USCG (Ret.) – CG Aviator 2359

Further, the remaining two officer positions remain filled from the modified election by mail and at the DC Roost in the Fall of 2013 by:

· Treasurer – CDR Benjamin J. Stoppe – CG Aviator 1646

· Executive Secretary – CDR Paul L. Milligan – CG Aviator 1034

RADM Van Sice will appoint his Executive Board and Senior Policy Advisory [See 'New Officers' on P. 16]

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 2014, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website

<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

Executive Board

President

RADM Jim Van Sice
(703) 256-3093

Executive Vice President

Mark D'Andrea
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Executive Director

Ben Stoppe
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Treasurer

Ben Stoppe

Asst. Treasurer

Ray Miller
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Scribe/Editor

Steve Goldhammer

Vice Pres. Development

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Vice Pres. Communications/Media

Support

Gary Gamble

Vice Pres. Museum Exhibits

Vacant

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Tom Beard

Vice Pres. Annual Gatherings

Jay Crouthers

Vice Pres. Detachments

Vacant

Vice Pres. Membership

Vacant

John Pasch-at large

Ancient Albatross

John H. 'Jake' Korn-ex officio

Enlisted Ancient Albatross

Pete MacDougall-ex officio

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

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A Message from 1777 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: First, let me say thank you for the opportunity to serve as the President of the Coast Guard Aviation Association. Let me also thank Mark D'Andrea for accepting the position of Executive Vice President and Ben Stoppe for serving as Executive Director. Mark and I have had a teleconference with Ben once a week since our terms began on 1 May to learn as much as possible about the organization.

My first official act as President was to attend the Ancient Albatross Change of Watch in Traverse City. There, we celebrated with John and Mary Jane Currier as John concluded his CG career in spectacular fashion. I have never seen an active duty [See 'Prez Msg' on P. 16]

Taps

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

George H. Butterworth, P-2849, March 2014

Valerie Rescola, (wife of Ptero Robert Rescola, deceased) 3/17/14

Cheryl Menders, (wife of Ptero Doug Menders, 2667) 4/20/14

Stephen M. Berniche, 2496, 5 June 2014

Lilian (Betty) Walford Siler, (wife of Ptero ADM Owen Siler, deceased) 6/9/14

Remembrances of Ptero George H. Butterworth, P-2849

By His Spouse, Barbara Swanson

I want to let you all know that my beloved husband, George "Herb" Butterworth has passed away after a very brief illness. To those of you who served with him at numerous US stations, Puerto Rico, and Headquarters at DC, I'm sure you'll remember his ardent dedication to the Coast Guard and its mission, his passion for living life to its fullest, his admiration and awe of the ocean, his love of fishing, his ability to fix anything and everything, his warm, caring, compassionate nature, his contagious grin, and most of all, his awesome sense of humor!

To those who remember his previous wife of 43 years, Evelyn--he was her primary caregiver for the last 6 years of her life doing everything he could to make her as comfortable and happy as possible and sharing the memories that they had made together throughout their CG years.

After Evelyn died, Herb's love of the ocean brought him here to Myrtle Beach where we met, fell in love, and married. We were so blessed to have found each other and felt in awe of the feelings that we experienced with "love the 2nd time around." We had a wonderful 3 years together doing everything we both enjoyed--dancing, traveling, eating out, enjoying Herb's special BBQ recipes (no pig tails, however!), and fishing. I will say, however, nothing we caught could compare to the catches he made in Alaska!!

Although his passing was mentioned in the October-December, 2013 issue of the CG retirees newsletter and the MOAA January, 2014 issue, somehow I neglected informing the CGAA's Pterogram, for which I apologize. Herb was so proud of his service as a CG aviator and his life membership in the Ancient Order of the Pterodactyl and had hoped to attend the last "Roost." I have tried hard to contact as many of his fellow Coasties as I could, but every day am finding someone new who didn't know.

Even though we were married, Herb suggested I keep my "old" name of 47 years as there were just too many changes to be made. I go by, and my mail is sent to, Barb Swanson. I still live in the home we shared 1780 Starbridge Drive, Surfside Beach, SC. 29575. My land-line is 843-215-9698. Although I still access Herb's Email at herb.but@gmail.com, I more often use my own, which is: LSwan90841@aol.com. I would absolutely love hearing more stories about things Herb did. If you e-mail me, please use as a subject line "herb" -that way it won't end up in Spam. The two latest stories from fellow Coasties involved the mongoose incident in Puerto Rico and the padded commode seat in Alaska. What a sense of humor Herb had! Hearing stories about his past helps ease the loss that I am feeling. Thank you and I hope to hear from you soon. Sincerely, Barb Swanson

Ancient Albatross Change of Watch Conducted By Ptero Charlie Wilson, Aviator 4173



Ptero VADM John Currier, Aviator 1877 and Ancient Albatross #23, arrived in style aboard an AirSta Traverse City H-65 for his Change of Watch Ceremony. (CG Photos by Patrick Kelley)



In one of his first official acts as Commandant, ADM Paul Zukunft presided over the Change of Watch ceremony.

The CG's 23rd Ancient Albatross, VADM John P. Currier, passed on the title of Ancient Albatross on Wednesday June 4th, to RADM John H. "Jake" Korn, commander of the CG 7th District in Miami, during a Change of Watch ceremony at AirSta Traverse City, MI.

ADM Paul F. Zukunft, the 25th Commandant of the CG, presided over the ceremony with over 400 guests in attendance. The ceremony had a slight delay, as VADM Currier could not be found when being introduced as part of the official party.....he arrived shortly after in an MH-65 helicopter, landing outside open hangar doors to a crowd amazed at his arrival! Backdropped by a MH-65D helicopter and a HU-25 Falcon (CGNR 2131) that will be put on permanent static display (bearing VADM Cur-

riers name) in Traverse City, presenters included CDR Keith Overstreet from the Office of Aeronautical Engineering (CG-41), CAPT Chris Martino from the Office of Aviation Forces (CG-711), RADM James Van Sice (USCG, RET) President of the Pteros, and RADM David Kunkel the CG's 20th Ancient Albatross.

The Pteros, along with corporate sponsors Sikorsky and Airbus Helicopters, hosted a social the night prior at the Right Brain Brewery in Traverse City attended by over 100 Pteros, Active Duty Coasties, and VIPs.

Currier, the former vice commandant of the CG, previously served at AirSta Traverse City from 1983-1988 and is retiring to the area. Prior to retiring, Currier stood the watch at six CG Air Stations. He was designated an aeronautical engineer in 1982. Other assignments have included deputy program manager for the CG and Navy HH-60H/J joint

helicopter acquisition at the Naval Air Systems Command, and chief of search-and-rescue operations and director of Auxiliary for the CG 9th District. Currier served at Air Stations Detroit and Miami, as well as at Coast Guard Pacific Area, assistant commandant for acquisition at headquarters, and CG 13th District in Seattle. Currier has over 6,000 flight hours in CG and Navy fixed and rotary-wing aircraft.

RADM Korn has attained pilot qualifications in the HH-52A, HH-3F, HH-60J, HH-65A/B and the HU-25, earning a FAA Airline Transport Pilot rating.

The CG established the Ancient Albatross Award in 1966 to honor the longest-serving Coast Guard aviator. In 1988, the CG recognized the first Enlisted Ancient Albatross, the enlisted air crew member with the earliest graduation date from a Coast Guard class "A" aviation rating school. Award recipients exemplify the dedication and professionalism associated with long service to Coast Guard aviation.

heli-



The Ancient Ones: Pteros RADM Dave Kunkel (L) #20 (his flight suit shrank in the closet), RADM Jake Korn #24, and VADM John Currier #23. Ptero Prez RADM Jim Van Sice in background.



Newly-minted Ancient Al #24, Ptero RADM Jake Korn addresses the ceremony attendees.

Coast Guard Air Station Houston Celebrates 50 Years of Service

By Ptero LCDR John McWilliams, Aviator 3707

CG AirSta Houston celebrated its 50th Anniversary on March 7th, 2014. The ceremony was hosted by CDR Scott Langum, Aviator 3361 (current CGAS Houston CO) (see his toast below) and officiated by RADM Kevin Cook, Commander Eighth CG District. In its 50 years of service, AirSta Houston has provided search and rescue coverage throughout the Gulf coast from White Lake, LA to the Colorado River near Matagorda, TX.

Air Station Houston was commissioned on December 23, 1963 at (then) Ellington Air Force Base in Houston, TX. Two HH-52A Sea Guard helicopters, seven officer-pilots, and 18 enlisted mechanics/aircrewmembers stood up the air station with CDR David W. Defreest, Aviator 210, taking command. In 1974 and 1978, the air station received its third and fourth HH-52s. On June 18, 1987 the air station commissioned the current hangar located within the military fences of Ellington Joint Reserve Base at Ellington Field.



First 'Morning Colors' at new hangar on 26 May 1987. CO Ptero Steve Goldhammer (L), Av. 1207, XO Pete Cox, Av. 1421, CEA ADCS T.A. Culver, & LTJG Mike Houtz, Av. 2426.

In late 1988 and early 1989, the station

received four Aerospatiale HH-65A Dolphin helicopters to replace the four aging Sikorsky HH-52A Sea Guards flown since 1963. In January of 2013, the air station transitioned to the MH-65D helicopters, the fourth and current generation of the venerable *Dolphin* Helo.



D8 Commander RADM Kevin S. Cook presents AET3 Mitchell R. Ulrich a certificate commemorating his first helo rescue as AST3 Michael R. Vicchiariello (a similar honoree) looks on.



SECTOR Houston-Galveston CO CAPT Brian Penoyer (L), AIRSTA CO CDR Scott Langum.

Those attending the ceremony included three former CGAS Houston CO's:

Ptero RADM (ret) Robert L. Johanson, Aviator 869, Ptero CAPT (ret) Stephen Goldhammer, Aviator 1207, and Ptero CDR Eric Gleason, Aviator 3316, BG Brently White (US Army 75th Training Command), CAPT Brian Penoyer (Sector Houston/Galveston CO), Ptero CAPT (ret) Daniel Burbank, Aviator 2672, LTC Robert Hefner (US Army 75th Training Command), LTC Cortney Kinnan (TXANG 111th Reconnaissance

Squadron), Representatives from Senators Cornyn and Cruz and Congressman Olson, and most importantly, the current Air Station crew, maintaining a vigilant watch as "Guardians of the Gulf Coast."

CDR Langum's toast:

Gentlemen, thank you all for your service. To our distinguished alumni, thank you for your contribution to the history of Air Station Houston – You have honored us with your presence here tonight.

Tonight we endeavor to celebrate our 50 years of service in our own unique way. It is a tradition in the CG that every aviator wears their flight suit to work on January 22, to honor the birthday of CAPT Elmer Stone. We wear our flight suits on that day to honor the father of Coast Guard aviation.

You may ask: Why are so many folks wearing flight suits tonight? We are wearing flight suits tonight to honor those aviators who have stood the watch and are standing the watch tonight.

We are wearing flight suits to honor those aviators who paid the ultimate price in the defense of this nation and when answering the call to save those in peril.

We are wearing flight suits tonight so that those starting their CG aviation careers will know that their chosen profession is an admirable one; one that is rich with tradition and woven into the fabric of the history of our great service.



AST2 Paul F. Wiedenhoef (L) and DC2 Adrian R. Enriquez (R) chat with NASA Astronaut/CAPT retired USCG Ptero Dan Burbank, Aviator 2672.

2014 Ptero Roost details

Some of the amenities at The Resort and Conference Center at Hyannis are shown below.



The **Resort and Conference Center at Hyannis**, 35 Scudder Ave., Hyannis, MA 02601 - (508) 775-7775 or (866) 828-9111 (<http://www.capecodresortandconference.com/>) room rate will be \$129 plus tax per night. Mention that you're with the Coast Guard Aviation Association group. The rate will be extended for one night prior and two nights post gathering. **The cutoff date for hotel reservations is 19 August 2014**

If your desired flight schedule permits, most locals find it much more convenient flying in and out of T.F. Green Airport (<http://www.pvdairport.com/>) in Warwick, RI (PVD) than Logan Airport (<http://www.massport.com/logan-airport>) in Boston (BOS).



CAPE COD PTERODACTYL ROOST 2014 MERCHANDISE

IF YOU ARE ATTENDING THE CAPE COD ROOST, THERE ARE SOME ITEMS YOU'LL WANT TO HAVE.

T-SHIRTS



The heavy cotton T-Shirts are emblazoned with a three inch diameter silk-screened 2014 Roost logo. Available in: Red, White or Navy Blue. Sizes include ADULT: S, M, L, XL, and 2XL. CHILD: S, M, L.

POLO SHIRTS



The Polo Shirts have the Roost logo embroidered on the Navy Blue or Red shirt and are available in: S, M, L, XL & 2XL

BALL CAP



The cotton Navy Blue Ball Cap is adjustable and features the Roost logo embroidered on the front.

PATCH



A 3-inch diameter embroidered 2014 Roost patch is also available.



Events and Activities **THURSDAY 18 SEPTEMBER**

Roost Registration and Hospitality Suite: The 2014 Pterodactyl Roost Hospitality Suite will be available at the Resort and Conference Center from 1400-2100. Check-in, relax, meet old friends, and enjoy the rooms and grounds. A cash bar will be available. Visitor information will be provided in your packet. Evening meal will be on your own.

Events and Activities **FRIDAY 19 SEPTEMBER**

0900 – Pterodactyl Roost Hospitality Suite Opens: Check-in continues throughout the day. The Pterodactyl Roost Hospitality Suite will close at 1700 and reopen after the Roost Reception.

Event A: 1000-1400 Whale Watching Boat Trip, Barnstable. \$40.00 per person

Event B: 1400-1600 Coast Guard Heritage Museum. \$5.00 per person (No charge for Active Duty and CG Heritage Museum Members)

Event C: 1430-1530 Hyannis Harbor Duck Boat Tour. \$15.00 per person

Event D: 1800 – 2100 Roost Reception & Buffet Dinner at the Resort and Conference Center: Cocktail hour (Cash Bar) from 1800-1900 followed by a buffet dinner at 1900; get reacquainted with old friends and make new ones. Casual attire. \$50.00/person.

Events and Activities **SATURDAY 20 SEPTEMBER**

0900 – Pterodactyl Roost Hospitality Suite Opens: Check-in continues throughout the day. The Pterodactyl Roost Hospitality Suite will close at 1600 and reopen after the banquet.

Event E: 0800-1200 Roost Golf Tournament Twin Brooks Golf Course. \$35.00/person walking, \$55.00/person with cart. Twenty-five sets of clubs are available for rent at \$20.00, if needed.

Event F: 1000-1400 Whale Watching Boat Trip, Barnstable. \$40.00 per person.

Event G: 1400-1600 Coast Guard Heritage Museum. \$5.00 per person (No charge for Active Duty and CG Heritage Museum Members)

Event H: 1430-1530 Hyannis Harbor Duck Boat Tour. \$15.00 per person.

Event I: 1700–2100 Annual Awards Banquet at the Resort and Conference Center: Cocktail Hour (cash bar) from 1700 to 1800. Banquet starts at 1800 featuring CG Aviation Awards sponsored by CGAA. Dinner options include Native Cod, Roast Statler Chicken Breast, and Vegetarian Stir-Fry. Coat and Tie or military Service Dress Blue. \$60.00/person.

Events and Activities **SUNDAY 21 SEPTEMBER**

Event J: 0900–1100 Coast Guard Aviation Association Business Meeting at the Resort and Conference Center. Includes coffee and pastries. \$10.00/person.

Event K: 1200–1500 Cape Cod Clam Bake and Tours at CGAS Cape Cod. \$45.00/person with lobster, \$25.00/person with chicken.

2014 Roost Tours and Attractions Cape Cod September 18 - 21

Three group tours are scheduled, as well as a golf outing. Self-directed local activities and tour information will be available when you check-in. Local self-directed tours and attractions require a rental car, carpooling, taxi/shuttle or bus transportation. The Resort and Conference Center will have shuttle transportation available on a limited basis. Transportation will be provided for the group tours. Carpooling is highly recommended.

The resort itself has an 18 hole executive golf course (Rental clubs available), spa, indoor and outdoor swimming pools, and a number of dining options. It is also within easy walking distance to a number of other restaurants, cocktail lounges, shops on Main Street, and the Cape Cod Melody Tent (<http://www.melodytent.org/>).

There are a lot of recreational opportunities in Hyannis and on and near Cape Cod. Below are just a few.

1. Day trip to Plimoth Plantation/ Plymouth Rock/Mayflower (www.plimoth.org)
2. Day trip to Nantucket—Fly or Fast Ferry (<http://hylinecruises.com/hy-line-nantucket-schedule-and-rates.html>)
3. Heritage Museum and Gardens in Sandwich (www.heritagemuseumsandgardens.org)
5. John F. Kennedy Hyannis Museum (<http://www.jfkhyannismuseum.org/>)
6. Cape Cod Baseball League Hall of Fame and Museum—Located inside the JFK Hyannis Museum
7. Hyannis Area Chamber of Commerce (www.hyannischamber.com)

One special event that happens to correspond with the Roost dates and is worth special mentioning is the Wings of Freedom Tour at Barnstable County Airport: The Collings Foundation (<http://www.collingsfoundation.org/menu.htm>) is a non-profit, Educational Foundation, founded in 1979. The purpose of the Foundation is to organize and support "living history" events that enable Americans to learn more about their heritage through direct participation. Since 1989, a major focus of the Foundation has been the "Wings of Freedom Tour" of WWII aircraft. This tour will be at the Barnstable County Airport from about 1400 on Wednesday, September 17th until about 1200 on Friday, September 19th and open to the public at all times. They will be showcasing two fully restored bomber aircraft: a B-24 Liberator and B-17 Flying Fortress. Also scheduled to be there is the newest addition to the Wings of Freedom Tour, a WWII P-51C Mustang dual-control fighter aircraft. Cost for viewing is \$12.00 per person. In addition, all three aircraft can be booked for flights. The cost to ride in the back of a bomber for 30 minutes or so is around \$450 per person. The ride in

the back seat of the P-51 is a once in a lifetime opportunity to do some hands-on flying and aerobatics, but the cost is expensive - about \$2200 or more depending upon the length of the flight. We are told by other "old" pilots that it is worth the money, but you have to book early; advance reservations can be made by phone (978-562-9182) or on their web site (www.collingsfoundation.org).

2014 CAPE COD ROOST TOURS AND EVENTS

Friday and Saturday, September 19 and 20, 1000-1400 – Whale Watching Boat Trip, Barnstable

Hyannis Whale Watcher Cruises (<http://www.whales.net/>) began operating whale watch trips out of Barnstable harbor in 1980, when New England whale watching was in its infancy. Locally owned and owner operated they are very proud of the professionals that work for them and the boat and service they provide. Their jet-powered, state of the art vessel Whale Watcher will carry you to Stellwagen Bank National Marine Sanctuary (<http://stellwagen.noaa.gov/>) for unforgettable encounters with the whales. The seasonal home to Humpback, Finback, Minke whales and several dolphin species, the waters around Cape Cod consistently rank as one of the world's top 10 whale watching destinations. Weather and whales change from day to day, but once you step aboard, a predictable timeline begins to play out on every trip. Whale Watch cruises are generally three and a half to four hours long. Trips are led by experienced captains and are narrated by expert naturalists. The trip begins as the boat navigates through Barnstable Harbor heading out toward Cape Cod Bay; enjoy the Cape Cod seascape. You pass acres of coastal salt marsh and a barrier beach system called Sandy Neck. You will see an historic cottage colony with a 150 year old lighthouse of the same name. Have your cameras ready! As you leave the harbor, the boat will pick up speed. As you travel north across Cape Cod Bay, the naturalist will be around to visit and to answer questions. On clear days you will see the Pilgrim Monument located in Provincetown. You will pass Race Point Lighthouse at the very tip of Cape Cod, and, as we near Stellwagen Bank National Marine Sanctuary; it is time to start watching for whales! With thirty years of experience, and a sighting rate of 99%, Hyannis Whale Watcher Cruises looks forward to providing an unforgettable whale watching adventure. Cost is \$40.00 per person.

Friday and Saturday, September 19 and 20, 1400-1600: Coast Guard Heritage Museum Tour, Barnstable

The CG Heritage Museum (<http://www.coastguardheritagemuseum.org/>) is located in Barnstable Village. The museum site is owned by the town of Barnstable. In addition to the museum building, which is a former US Custom House, and a Post Office, the property includes the Village Smithy, a working blacksmith shop with daily demonstrations, and "The Oldest Wooden Jail in America". The Jail was relocated to the site from another site nearby, and has recently been opened to visitors. The Museum is a non-profit organization dedicated to the preservation of the history of the United States Coast Guard and its predecessor organizations and has two floors of exhibit space. The first floor features the origins of the Coast Guard, beginning with the Revenue Cutter Service in 1790. Next is the U. S. Life-saving Service, which was preceded by the Massachusetts Humane Society. This year, in honor of the 60th anniversary of the greatest small boat rescue in USCG history, the museum is featuring a special exhibit on the heroes of the Pendleton and Fort Mercer rescues. The small museum Gift Shop, containing a variety of books, videos and artwork is also located on the first floor. The second floor includes a room dedicated to the history of the US Light House Service, including both lighthouses and lightships. There are uniforms, artifacts and models from the Lighthouse Service. The story of the loss of the Vineyard lightship is featured. The second floor also contains exhibits on Coast Guard small boats, the USCG at war, from WW II through Afghanistan, women in the CG and CG aviation. Cost is \$5.00 per person. No charge for Active Duty and CG Heritage Museum Members.

Friday and Saturday, September 19 and 20, 1430-1530 – Hyannis Duck Boat Tour

Ride Cape Cod Duckmobiles™ (<http://www.duckmobile.com>) authentic military amphibious vehicles. Come ride the streets of downtown Hyannis and see where the Kennedy's went to church, where J.F.K gave his acceptance speech. See the J.F.K memorial and the J.F.K museum. Learn about the early settlers and where they worked and played. See a Cape Cod light house, some of Cape Cod's best beaches, and waterfront properties. Cape Cod Duckmobiles™ are the only land and sea tours to use both the original amphibious DUKW from WWII and the amphibious Larc from the Vietnam War. The vehicles are completely restored and inspected and certified by the US COAST GUARD. Trips last about 45 minutes. Come for a fun filled tour of Hyannis ... and don't forget QUACKING is required! Cost is \$15.00 per person.

Saturday, September 20, 0800 – Golf Tournament, Twin Brooks Golf Course

The Twin Brooks Golf Course (<http://www.twinbrooksgolf.net/>) is located on the grounds of the Resort and Conference Center and is a newly renovated 18 hole par three course, perfect for all skill levels. Enjoy beautiful tree-lined fairways and professionally cut elevated greens. It will take about 2-3 hours to finish all 18 holes. If enough persons sign up, we will use a "shotgun" start format. Choose your own foursome, or have it determined by lottery. Various prizes will be awarded to the winners. Cost is \$35.00 per person walking, \$55.00 per person with cart. Twenty-five sets of rental clubs will be available for \$20.00 per set, if needed.

Sunday, September 21, 1200-1500 - Clam Bake, Air Station Cape Cod

This will be a catered traditional Cape Cod Clam Bake held at the Air Station. The menu will include lobster or chicken, clam chowder, native steamers, corn on the cob, red bliss potatoes, onions, linguica, cole slaw, rolls and butter, and fresh watermelon. Tours of the air station facilities and aircraft will also be available. Cost is \$45.00 per person for lobster, \$25.00 per person for chicken.

There are two options for Roost Registration:

1. Use the Form on page 8 and mail it to arrive no later than 29 August 2014.

Make your check payable to "CGAA Cape Cod 2014 Roost" and mail the completed form and check to:

CGAA 2014 Pterodactyl Roost

Post Office Box 885

Pocasset, MA 02559-0885

2. Register online by 29 August 2014 at <http://www.aoptero.org/>.

Note: Clothing purchases cannot be guaranteed for registrations received after 8 August 2014

REGISTRATION CAPE COD, MA ROOST SEPT 18-21, 2014

TIME CRITICAL!!! — ALL REGISTRATIONS MUST BE RECEIVED BY 29 AUGUST 2014

Note: Clothing purchases cannot be guaranteed for registrations received after 8 August 2014

MEMBER INFORMATION

Name: as you want it on Name Tag	
Ptero Number (if known)	
Guest Name as you want on Name Tag	
Street Address	
City, State, Zip	
Phone	
Email Address	
Date Arriving	

ROOST CLOTHING

Description	Cost per Item	Number of Items	Total Cost of Items
Roost 2014 T-Shirt with Logo Size___/Color___/Qty___; Size___/Color___/Qty___; Size___/Color___/Qty___; Size___/Color___/Qty___	\$20.00		
Roost 2014 Polo-Shirt with Logo Size___/Color___/Qty___; Size___/Color___/Qty___; Size___/Color___/Qty___; Size___/Color___/Qty___;	\$30.00		
Roost 2014 Baseball Caps (one size fits all)	\$15.00		
Roost 2014 Patches; 3" in diameter	\$5.00		
Book: Float Planes & Flying Boats by Bob Workman	\$30.00		

ROOST ACTIVITIES

Friday, 19 September	Cost per Person	Nbr of Persons	Total Activity Cost
Event A: 1000-1400 Whale Watching Boat Trip	\$40.00		
Event B: 1400-1600 Coast Guard Heritage Museum	\$5.00		
Event C: 1430-1530 Hyannis Harbor Duck Boat Tour	\$15.00		
Event D: 1800 – 2100 Roost Reception & Buffet Dinner	\$50.00		
Saturday, 20 September	Cost per Person	Nbr of Persons	Total Activity Cost
Event E: 0800-1200 Roost Golf Tournament Walking:_____ Cart:_____	\$35.00 walking, \$55.00 with cart		
Event F: 1000-1400 Whale Watching Boat Trip	\$40.00		
Event G: 1400-1600 Coast Guard Heritage Museum	\$5.00		
Event H: 1430-1530 Hyannis Harbor Duck Boat Tour	\$15.00		
Event I: 1700–2100 Annual Awards Banquet Fish:_____ Chicken:_____ Vegetarian:_____	\$60.00		
Sunday, 21 September	Cost per Person	Nbr of Persons	Total Activity Cost
Event J: 0900–1100 CGAA Business Meeting - Hotel	\$10.00		
Event K: 1200–1500 Clam Bake - CGAS Cape Cod Lobster:_____ Chicken:_____	\$45.00 Lobster, \$25.00 Chicken		
REISTRATION FEE (per registration - NOT per person)	\$30.00	No Charge for Active Duty	
TOTAL COST			

Mobile's Battleship Park HU-16E CGNR 2129 Re-painted by Aviation Training Center, Mobile Chiefs after Donation by CGAA

By Ptero George Krietemeyer, Aviator 913



On 14 March, Ptero Prez Emeritus George Krietemeyer, Aviator 913, delivered a check for \$2,000 from your CGAA to USS Alabama Battleship Memorial Park Commission Chairman Mr. Aubrey Fuller in the Alabama wardroom. These funds will be used for upkeep and maintenance on the HU-16E, HH-52 and two utility boats located within the park. An HO-4S, on loan from the National Museum of Naval Aviation recently joined these displays and will reside inside the Memorial Hangar. Partial funding for transporting the HO-4S from Pensacola to Mobile came from the CGAA donation.



"Spiffing up" the displays began on 14 May when a group of Chiefs (E-7s) led by HMC Jamael Long conducted a "spring clean-up and touch-up" at the Park. Twenty active duty chiefs and two Captains (one active duty and one re-



2129 Prior to Re-painting

tired) washed and cleaned HU-16E 2129 till she sparkled. The weather was "iffy" with scattered showers, but the Chiefs prevailed and the Old Goat looks pretty good. On Friday, 16 May, the gang of Coasties painted the Old Goat and make her look like a New Albatross!! The ATC Mobile's Chiefs Mess outdid themselves transforming HU-16E 2129 into the Queen of the Fleet. She is definitely the BEST LOOKING AIRCRAFT at BB AL Park. They spent over 200 man hours cleaning, striping and painting the old goat and had a ball doing it.

On Saturday, 17 May, the BB AL hosted thousands of people, including the governor, for a Fallen Heroes event and 5K run honoring military personnel from Alabama who died in service. Over 300,000 people per year will get to say 'WOW' when they see her. She is the FIRST aircraft you see entering the park.



ATC CO, Ptero CAPT Tom Maine, Aviator 2838, auditioning for his retirement job, spent two hours cleaning the 'Goat's' tail.



The Finished Product!

WHERE HAVE ALL THE ALBATROSS GONE?

By Ptero CAPT George E Krietemeyer, Aviator 913



Ptero Krietemeyer stands proudly by newly refurbished HU-16E CGNR 2129 at Mobile's Battleship Park on 5/16/14.

considerable period of time, starting shortly after World War II when the designers and engineers at the Grumman Aircraft Engineering Company commenced development of an amphibian aircraft to replace the famous Grumman

Most of us were first introduced to the Albatross when we studied the English poet Coleridge's work "The Rhyme of the Ancient Mariner" in high school. We came to know the great white birds better during our summer cruises as they followed in the wake of EAGLE, looking for left-overs from the culinary delights we were presented daily (and often couldn't eat, for one reason or another).

Those of us who have pinned on the "Wings of Gold" as CG Aviators have come to know and love a slightly different version of the bird. Its characteristics, both on and off the water, are very similar. Both live near the water and spend countless hours searching over the oceans for their livelihood. On the water they are both ungainly and not highly maneuverable. When taking off, they skitter across the surface, straining for the airspeed required to become airborne until, just at the right moment, they break surface tension and laboriously claw the air for altitude. Once airborne, however, they can effortlessly fly for hours on their missions, returning only for rest and nourishment when required.

The Albatross of which I am speaking is presently designated the HU-16 in military lingo. They are also affectionately known as "Goats", "Whisper-goats", and "Dumbo" to name just a few. Their history stretches back over a

Goose. Company officials saw a potential military market for a large utility transport and proposed the design to the U.S. Navy. The Navy liked what they saw and agreed to buy two experimental models. They were impressed with the aircraft's performance but lacked the funds necessary to commit Grumman to full-scale production. Fortunately, the Air Force was consolidating its Air Rescue Service at the time and also became interested in the Albatross. Under a joint-service agreement with the Navy the Air Force began purchase of the aircraft then designated SA-16A-GR.

The Albatross was first flown in October, 1947 and entered military service in July, 1949. A total of 465 airplanes were built and delivered, first to the U.S. Air Force, later to the Navy, CG and flying services of many foreign governments, including Brazil, Chile, Indonesia, Italy, Nationalist China, Norway, Philippines, Portugal, Spain, West Germany, Canada and Japan. As noted, Air Force versions were originally designated SA-16A's; the Navy designated them UF-1's.

The CG quickly recognized the capability of the SA-16A as a search and rescue vehicle and entered into the joint-service agreement to procure aircraft at a cost of approximately \$590,000 each.

The first Albatross to enter operational service with the CG was UF-1CG 1240. It was picked up at Grumman's Beth-

page plant on 7 May, 1951 by LTJG C. R. Leisy, Aviator 376, LTJG A.E. Flanagan, Aviator 333, and four enlisted ratings and delivered to the CG Air Station at Brooklyn, NY. This was the first of 88 to be commissioned in the CG. However, not all of them flew missions with our service; some were re-purchased by the U.S. Navy for use in the Korean conflict.

The new aircraft were immediately pressed into service to replace the myriad of aircraft the CG had been operating since World War II. SB-17's, DC-3's, PBV's and P-5M's were flown to their final resting place as soon as CG pilots could be trained and qualified in the new aircraft. They were augmented by additional aircraft, received from the Navy and Air Force. Later, when the CG was placed totally in charge of search and rescue over the waters of the United States and its territories, the fleet was further expanded.

The Achilles' heel of the early Albatross, which led to a number of accidents, was traced to the wing design. The original production aircraft had one extremely undesirable characteristic. Single-engine operation consisted of a controlled descent (some more controlled than others). Grumman engineers got to the bottom of the problem by stretching the wing from 80' to 96'8". This modification resulted in a vast improvement. Single-engine flight at altitude was now possible. Maximum gross weight was increased by 5,000 lbs. Cruise airspeed was increased by more than 25 knots with no increase in fuel consumption. Stall speed was lowered from 70 to 64 knots. Maximum range was extended some 500 miles. The CG converted all of their "A" models to the new stretch wing version (designated UF-2G) during the latter part of the fifties.

Their Finest Hours

The Albatross has flown well over 500,000 hours on a variety of CG missions during its 32 years of operation with the CG. Many of these missions have brought glory and honor to the CG, the airmen involved and the aircraft itself. No attempt will be made in this article to explore any of these specific missions; however, a brief discussion of the period during the early sixties will highlight some of the Albatross' CG exploits.

A total of 71 HU-16E aircraft were operational during this period of time.

They were scattered among 19 air stations in the continental U.S., Alaska and overseas, with the major concentration being at CGAS Miami, Florida. Ten aircraft were flown on a myriad of SAR cases and Cuban Patrols from the Biscayne Bay water base. Thousands of Cuban refugees owe their lives to the men who patrolled the waters between Cuba and Florida. Daily flights were conducted by CG airmen, armed only with Thompson sub-machine guns, to locate the refugees who fled Castro's Cuba in ever increasing numbers, on board anything that would float. It was not unusual to find 10 or 12 people clinging to make-shift rafts, tire tubes, floating bathtubs and wooden crates.

The Albatross was not alone on its vigil. Heavily armed Cuban gunboats and aircraft also patrolled these waters searching for the refugees. The fate of those who were found by these forces and returned to Cuba is not known. We can only surmise that it was not as pleasant as for those who were found by the Coast Guard.

During one five week period, over 8,000 refugees arrived safely at Key West, Florida under surveillance of CG Patrol Forces in the Florida Straits. Overseeing and directing the operation was the ever-present Albatross, guiding ships and helicopters below.

A glance at the HU-16E does not inspire thoughts of speed and power; however, the Albatross is the holder of nine world class (amphibian) records. All nine records were certified by the Federation Aeronautique International (FAI), the world's governing body for aviation records. The records were established as a result of a tri-service venture by the U.S. Coast Guard, Navy and Air Force and are still in effect. Unless interest in amphibian aircraft development is renewed, these records may stand forever.

Records established by CG HU-16E 7255 are:

1 & 2) Speed over a 1000-km closed course with 1000 kg and 2000 kg load – Established by CDR W. C. Dahlgren, Aviator 508, and CDR W. G. Fenlon, Aviator 270, on 13 August, 1962 at a speed of 201.5 kts.

3) Speed over a 5000 km closed course with 1000 kg load – Established on 15 & 16 September, 1962 by two U.S. Navy pilots flying a CG aircraft at a speed of 131.5 kts.

4 & 5) Altitude with a 1000 kg load and altitude with a 2000 kg load – Established on 12 September, 1962 by two U.S. Navy pilots flying a CG aircraft at altitudes of 29,475 ft. and 27,405 ft. respectively.

6) Distance (non-stop) – Established on 24 October, 1962 on a flight from NAS Kodiak, Alaska to NAS Pensacola, Florida (3104 n. mi.) by CDR W. G. Fenlon, CDR W. C. Dahlgren, LT W. Senn, Aviator 762, and Chief Walt Taggart.

That Others May Live

During the Albatross' 32 years of service with the CG, it has seen its share of tragedies as well as spectacular accomplishments. The U.S. Air Force Air Rescue Service's motto "That Others May Live" seems an appropriate way of eulogizing those thirty-three CG airmen who gave their lives for their fellow man:

UF-1G-2121 was flown from Annette, Alaska to Haines, Alaska on 14 December, 1954 to perform a medical evacuation. The aircraft crashed during a water take-off, possibly due to a layer of ice which had built-up on its wings during the wait for the patient to be delivered. The following airmen were killed: AL1 C. E. Habecker; AD1 A. P. Turnier; AL3 D. E. John.

UF-1G 1278 was performing a water jet assisted take-off demonstration from the Salem, Mass. Air Station on 18 May, 1957. Lift-off occurred with insufficient airspeed and the aircraft stalled and crashed. Crewmembers killed were: LCDR A. P. Hartt, Jr.; AO2 W. J. Tarker, Jr.

UF-1G 1259 crashed on its take-off run from Brooklyn, NY Air Station on 22 August, 1957. (I was a Cadet on leave and was supposed to go on that flight. I went to Coney Island instead!!!!) The flight was scheduled as a test flight following maintenance. The crash was caused by either reversed or jammed aileron controls. The following Coast Guardsmen were killed: LCDR C. S. Lbaw; Aviator 590, LT R. A. Faucher, Aviator 711; AD3 M. R. Ross; AL3 G. R. Fox.

HU-16E 7233 crashed into a mountain ridge on 3 July, 1964 while

attempting an instrument approach to the Annette, AK Air Station after a long search mission. The following airmen were killed: LCDR J. N. Androssy, Aviator 852; LT R.A. Perchard, Aviator 896; AO1 H. W. Olson; AM2 D. G. Malena; AT3 E. D. Krajniak.

HU-16E 1271 crashed on 8 February 1967 at St. Paul Island, Alaska while attempting to make a landing during severely deteriorating weather conditions. Miraculously, the only crewmember killed was AT2 F. R. Edmunds.

HU-16E 1240 was conducting a night search out of St. Petersburg, Florida during low visibility conditions on 5 March 1967. The aircraft located the vessel in distress and was attempting to drop de-watering equipment when it crashed into the Gulf of Mexico. The entire crew was lost: LT C. E. Hanna, Aviator 1061; LTJG C.F. Shaw, Aviator 1199; AD1 R. H. Studstill; AT1 C. M. Powlus; AT2 J. B. Thompson; AE3 A. L. Wilson.

HU-16E 7237 departed Annette, Alaska and was engaged in a search over mountainous terrain for a downed aircraft on 15 May 1967. The aircraft apparently flew into a box canyon and crashed. Crewmembers killed were: LT R. D. Brown, Aviator 1018; LT D. J. Bain, Aviator 874; AT1 R. W. Striff.

HU-16E 2128 departed San Francisco, California on 7 August, 1967 to search for an overdue boat along the California coastline during low visibility conditions. The boat was located. While attempting to accurately fix the position of the vessel for surface assistance, the aircraft crashed into mountainous terrain. Airmen killed were; LTJG F. T. Charles; AD3 W. G. Prowitt; AD3 J. G. Medek.

HU16E 2123 departed the Corpus Christi, Texas Air Station on 21 September, 1973 to conduct an over water night search in company with an HH-52A helicopter. The aircraft was providing

night illumination by dropping MK 45 flares. One flare apparently ignited accidentally, filling the aircraft with intense smoke. The aircraft crashed into the Gulf of Mexico. The following Coast Guardsmen were killed: LCDR F.W. Miller, Aviator 1164; LTJG J. M. Mack, Aviator 1567; AD1 H. G. Brown; AM2 B. R. Gaskins; AT2 J. F. Harrison; AT2 J. P. Pledger.

The Changing Picture

The Albatross has proven to be an adaptable aircraft, well fitted for the Coast Guard's multi-mission roles. Its traditional SAR role was expanded to include Law Enforcement and Marine Environmental Protection duties. New equipment was added to facilitate the accomplishment of these missions.

The life of the aircraft was fixed at 11,000 flight hours. Laboratory fatigue tests conducted at the Naval Air Development Center, Warminster, Penn. determined that catastrophic failure of the wing was a definite possibility if flight operations were continued beyond this limit. A replacement Medium Range Search (MRS) aircraft was procured to take over the missions being performed by the Albatross.

The last operational Albatross (7250) made its final 'flight' on March 10, 1983 at Cape Cod Air Station where it had been assigned. The majority of CG "Goats" were placed in storage while some, like their Air Force counter-parts, became monuments at museums and air bases. The U.S. Coast Guard boasted a fleet of 91 Albatrosses which amassed a total of more than 500,000 flying hours. As Ptero RADM Louis Zumstein, Aviator 691, epitomized in his speech at the HU-16E's farewell ceremony, "If ever an aircraft lived up to the tradition of the CG and CG aviation, it is the Albatross."

I personally consider the Albatross the MOST SIGNIFICANT fixed-wing aircraft flown by the U.S. Coast Guard over the last century of operations.

For the "complete history" of Goats read Wayne Mutza's "Grumman Albatross" published by Schiffer Publishing Ltd in 1996.

[There are seven 'Goats' on display: Mobile, Cape Cod, Elizabeth City, Pensacola, Clearwater, Brooklyn, and Sacramento. Any others?...Ed]



GOAT HERDERS PLEASE SHARE YOUR STORIES

Pull out your log books and re-live your youth. It really can be a fun project and a trip down memory lane (Assuming your memory still works)!

Ptero George Krietemeyer claims to be one of the 'original' Goat Herders from the CGAS Miami (Dinner Key/Opa Locka) era. In addition to flying missions for the Bay of Pigs, Cuban Missile Crisis, & Cuban Refugee Exodus, he claims the following:

Longest Flight: (with two propellers in the 'tractor' position) On 5 June 1963, HU-16E CGNR 7240, with Joe Russo, Aviator 853, and George Krietemeyer at the controls, flew 13.2 hours on a SAR case searching for the M/V Morningstar.

Shortest Flight: (with one propeller in reverse) On 28 April 1964, HU-16E CGNR 2127 with George K. and Tom Zippay, Aviator 881, at the controls, flew 1.1 hours on a test flight (total pilot time in reverse: 5 seconds). After we crashed (Duh!), the accident board ordered extensive testing which included the Hamilton-Standard experts.

They came up with the following log book entry: 'Substantial Damage—no flying regulations violated. While in final landing approach, aircraft experienced unexpected (No S___!) reversal of #1 propeller. Aircraft went out of control and crashed (on Biscayne Bay—Thank God!) Personnel Factor—No pilot factor. Overhaul activity—AR&SC. Signed L. C. Sansbury, Aviator 142, Commanding Officer'

Ptero Jim Dillian, Aviator 536, can attest to this. He was the Ops Boss and was the only guy who didn't think the kid (George) did it. He still carries the FOD (bearing support shim) on his key chain as a good luck charm.

Please submit your HU-16 and other stories to the Pterogram Editor for publication (See P.2 for address).

[I have 812 HU-16E flight hours in about 27 different airframes at Brooklyn, Mobile, and Miami. Back in the day, we were able to launch the Ready HU-16 in seven minutes from running out to the airplane...Ed]



Preparations for the 100th Anniversary of Coast Guard Aviation

By Ptero Steve Goldhammer, Aviator 1207

1 April 2016, 100 years after LT Elmer Stone was ordered to Naval Flight Training, has been designated the Centennial of Coast Guard Aviation. That date, now less than two years away, will be upon us much quicker than any of us realize. Preparations must begin now to ensure that this significant milestone of CG history is properly recognized and celebrated. Members of your CGAA Executive Board and some Senior Advisory Council Members have been discussing ideas for events throughout 2016 at numerous venues. Some of those possible events include:

A celebration at AirSta Washington on Elmer's birthday (22 January) presided over by CG Senior Leadership and the Aviator and Enlisted Ancient Albatrosses to kick off the whole year of celebration.

A CG ceremony with CGAA support (at Pensacola?, at CGHQ (getting into the new CGHQ is a nightmare)?, at Ten Pound Island?) on 1 April

A traveling exhibit of CG aviation artifacts, aircraft models, etc. that would spend one week at each CONUS air station

A week-long local celebration (including a 'Dining In?') at each air station that coincides with the traveling exhibit at that unit that week. CG 711 could send out a schedule to all AirSta CO's for them to pick the week they want to do it. Get local Pteros to assist

Our annual Roost in the fall at Mobile (It's also ATC's 50th anniversary) with every current type of CG aircraft present

Have a CG speaker at the National Air and Space Museum's annual 'Flight Jacket Night' lecture in November 2016 at their IMAX theater in D.C.

Produce a video commemorating the 100th anniversary. Have it aired on the Weather Channel?

Publish an updated version of the History of CG Aviation in CD and print (in progress)

Update the poster of CG aircraft that was produced for the 75th anniversary

Feature CG Aviation at the annual Naval Aviation Symposium at the National Museum of Naval Aviation in

Pensacola

Install the current Elizabeth City Museum of the Albemarle display, "Out of the Blue" into the new Gulf Coast Maritime Museum in Mobile

Extensive CG Public Affairs coverage of our major events and extensive local media coverage of the events at each Air Station.

Have a postage stamp issued (request submitted to USPS Citizens' Stamp Committee (who recommends stamps to USPS)).

Have a Holiday Ornament created (in progress)

Have Bryan Snuffer finish his design for a Centennial of CG Aviation patch & challenge coin (in progress)

Have Vanguard crank the stamping presses for CG Aviation Centennial challenge coins, polo shirts, ball caps, etc. (in progress)

Submit short aviation history articles for publication in FOUNDATION MAGAZINE and USCG ACADEMY BULLETIN throughout 2016

Promote increased funding by sponsors and identification of additional sponsors for 100th anniversary-related events.

We need a CGAA 100th anniversary chairman to step up and volunteer NOW to start the ball rolling. He/she will need copious assistance from other passionate CGAA members. Don't be shy or sit on the sidelines assuming someone else will do it; ANYTHING you can do will be helpful and appreciated. We also need each air station to designate a POC/project officer for planning, promoting and executing the events at their unit. (Need CG-711 buy-in for each AIRSTA "POC/project officer." Need to find out how much the active duty CG is going to commit to this series of activities. Need assistance from the CG Foundation, Foundation for CG History, CG Historians, etc.)

Your CGAA cannot possibly organize and conduct all of these activities by itself. The CG needs to take the initiative very soon to decide what they will do for CG Aviation in 2016, including recognizing the 50th anniversary of ATC Mobile in that same year, and establish a liaison with the CGAA to begin this coordinated synergistic effort.



Polar Operations Exhibit Planned at National Naval Aviation Museum

Calling all Polar Ops pilots and aircrewmen! The National Naval Aviation Museum in Pensacola is planning an exhibit of 'memorabilia' from 'IBSU/IBSEC/SHOPDIV/

POPDIV' (Icebreaker Support Unit/Icebreaker Section/Ship-Helicopter Operations Division/Polar Operations Division) deployments. Plans are to have it open well before the Centennial of CG Aviation on 1 April, 2016. Besides the hangar wall murals, the museum has the binnacle and engine order telegraph from CGC Westwind. So, all you 'Bluenoses,' "Shellbacks," etc., start an

expanding square search of your attics and basements to locate old photos, charts, logbooks, Super8 movies,

Cruise Books, patches, etc. that you've accumulated, legally or illegally, and send them on, by 30 September, to Ptero George Krietemeyer, Aviator 913, at 6594 Lubarrett Way S., Mobile, AL 36695-3842 or georgekriet@gmail.com with an explanation of each item, which detachment (there were 162) it came from, the date(s) and the people in each photo identified. Let George know what you want him to copy and return to you. Otherwise, he'll keep what you send and acknowledge your contribution(s) in the exhibit. Here's an example:



IBSEC Det. 3 Avdet on CGC Southwind (WAGB 280) Arctic East, June-Sep 1969: Front: AD2 Lord (L), AT2 Wenzel, AM3 Gooch, AM1 Marshall, AD1 Hodgson, AE2 Tolleson. Back: SNPH Quigley (L), LTJG John Carroll, AD2 Taffee, LTJG Steve Goldhammer, LT Rudy Peschel (Senior Aviator), ENS Ray McFadden, AE3 Wier,

Greetings WAGB Shipmates, all who took their wings to sea (and ice). When Past-Ptero-Prez (3P) George Krietemeyer reached out to me, a Plankholder of IceBreaker Support Unit (IBSU) of AirSta Mobile, I recruited my sidekick, Ptero Steve Goldhammer, to join in with alerting y'all to George's noble effort of memorializing the many years of IBSEC's (no longer a Unit, with Mobile becoming ATC on 1 July 1969) transition through the succession mentioned in Steve's appeal above. I hope the photo of us on the flight deck of CGC SOUTHWIND, officers and CPO in double-breasted Navy blue and enlisted crew in historic flat-hats, provides inspiration to dig into your seabags and lockers for what Steve asks on George's behalf to populate Pensacola's museum with our heritage. Steve and I will be dressed in our parkas at Cape Cod Roost to lead the sea stories (which need to include those of Jeff Hartman and his H-13 on NORTHWIND, and Don Bellis' experimental crew on EASTWIND, precursors to what transpired before 1969). Best regards, LT Rudy Peschel (Senior Aviator, Det 3/SOUTHWIND, Det 8/NORTHWIND, Det 12/STATEN ISLAND)

Ptero VADM Vivien Crea, Aviator 1820, Participates in Annual Aviation Forum

By Ptero Steve Goldhammer, Aviator 1207



From 7-9 May, Ptero and Ancient Albatross Emeritus VADM Vivien Crea, Aviator 1820, participated in the 28th annual Naval Aviation Symposium at the National Naval Aviation Museum in Pensacola. She was a member of the 'Trailblazers: Women in Naval Aviation - celebrating 40 years of female Naval Aviators' panel that included the second Navy female to get her wings, the first

helo test pilot, the first CAG, a current 03 Marine Cobra test pilot, and VADM Robin Braun, the current head of the Navy Reserve, who ran the panel.

VADM Crea commented that her aviation career was basically a very positive experience, and that, "...once the CG decided to let women into aviation I felt totally

supported by the system, my commands, my peers and crews. And that, as a "pioneer/minority," aviation provided me the ability to prove myself within a short cycle time, and earn a badge on my chest (wings) that gave me the credibility and acceptance with all the services within a predominantly male world to do whatever I wanted in any forum (i.e.,

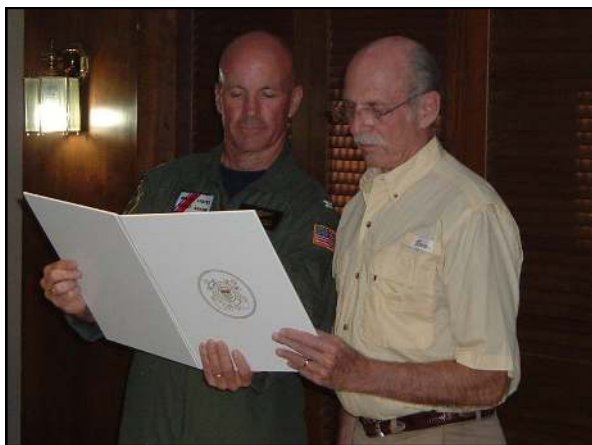
White House/Presidential Aide).' She said that one of her biggest challenges in aviation was her inability to use the 'relief tube' in a C-130 and that required her to 'hold it' for up to 12 hours on a flight. 'I used to watch the fuel gauges and when we had less than two hours fuel left, I would treat myself to a glass of water.'



Aviator 1820 shares her copy of Pterogram 1-14 with Elmer Stone, Aviator 1, at National Museum of Naval Aviation.

Ptero Gary Grow, Aviator 1205, Receives CG Public Service Award

By Ptero George Krietemeyer, Aviator 913



ATC Mobile CO Ptero CAPT Tom Maine (L), Aviator 2838, presents a CG Public Service Award to Ptero Gary Grow.
(Photo by Ptero Gary Gamble, Aviator 1826)

On 7 May, Ptero Gary Grow was thoroughly surprised to be presented with a CG Public Service Commendation at an ATC Mobile All Officers meeting at the 'O' Club for his 18 years of faithful and dedicated service to the CGAA/AOP.

During that period, Gary was the Secretary, Pterogram Editor (before Ray Copin) and the keeper of all membership data. He did anything else he was asked to do. He and his lovely wife, Sallie, also oversaw almost all of the details of the 2011 Roost in Mobile.

CAPT Tom Maine graciously invited the local CGAA members to the meeting. About a dozen Pterodactyls flew in and roosted as the XO, Ptero CDR Don Taylor, Aviator 3279, conducted a short business meeting with about 70 of the 100 plus pilots assigned to ATC.

After the award ceremony, Ptero CAPT George Krietemeyer, Aviator 913, assisted by Ptero CAPT Dave Connolly, Aviator 1137, presented a fun filled quiz reviewing 98 years of CG Aviation history. CDR Lonnie

Mixon, Aviator 878, a HALL OF HONOR MEMBER and the "oldest man in the room," kept us in order and on an even keel as the quiz progressed. The Power Point presentation used was created by Ptero CAPT Ray Copin, Aviator 744, and modified by CAPT K and CAPT Ray Miller, Aviator 2141.

After the quiz, a FANTASTIC Happy Hour featuring "Mudbugs and Beer" concluded the festivities.



Ptero Krietemeyer addresses all officers.



Coast Guard Air Station/Sector Field Office Port Angeles

By Ptero LTJG Jared Hylander, Aviator 4449



Coast Guard Air Station/Sector Field Office (CGAS/SFO) Port Angeles has the responsibility of operating in a unique AOR that presents its share of challenging yet rewarding missions. The Port Angeles city motto says it all: “Port Angeles: The Authentic Northwest, where the mountains meet the sea.” The men and women of CGAS/SFO Port Angeles continually rise to the challenge and execute the CG’s missions with the utmost professionalism, technical expertise and a deep sense of devotion to duty.

The CG’s presence in Port Angeles began on 1 August 1862 with the arrival of the USRC SHUBRICK, the first Revenue Cutter to be stationed on the Olympic Peninsula. Ediz Hook, a level 3-mile sand spit extending from the mainland North and East into the Strait of Juan de Fuca, was declared a Federal Lighthouse Reservation by President Lincoln in 1863. The first lighthouse was commissioned on 1 April 1865.

The AirSta was commissioned on 1 June 1935, becoming the first permanent CG AirSta on the Pacific Coast and now the oldest continuously operating Air Station. Its location was chosen for its strategic position of coastal defense for the Northwest. The first aircraft, a Douglas RD-4 amphibian, arrived 11 June 1935. 75-foot patrol boats were also stationed at the new unit. During WWII, the AirSta expanded to include a gunnery school training aerial gunners and local defense forces. A short runway was added to train Navy pilots from nearby NAS Whidbey Island for carrier landings. Additionally, it hosted independent units such as Naval Intelligence and was Headquarters of the Air Sea Rescue System for the Northwest Sea Frontier Area. By the end of 1944, the

Air Station had 29 aircraft assigned. In September 1944, the station officially became CG Group Port Angeles, with several sub-units.

In 1946, the first helicopter, a Sikorsky HO3S-1G arrived. This was replaced in 1951 with the Sikorsky HO4S helo (the “Eggbeater”). The last fixed wing aircraft, the Grumman HU-16E Albatross (the “Goat”) was retired in 1973. Since then, the AirSta has been home to helicopters only, starting with the HH-52A Seaguard, first acquired in 1965. The HH-52A was replaced in 1988 with the new American Eurocopter HH-65A Dolphin twin turbine helo.

CGAS Port Angeles received the upgraded HH-65C in July 2007, marking a significant improvement in aircraft capability and emergency single-engine flight performance. The HH-65C was replaced by the multi-mission MH-65C in May 2008. The MH-65C included an upgraded avionics suite, but most notably it provided hardware required to mount weapons for the CG’s Airborne Use of Force (AUF) mission. CGAS Port Angeles completed the AUF transition in November 2008, and began its missions to protect the Washington State Ferry System, the largest ferry system in the United States, the third largest in the world which carries nearly 23 million passengers annually via nine routes, 20 terminals and 22 vessels.

In June of 2010, Group Seattle and Group Port Angeles merged creating Sector Puget Sound and Air Station/Sector Field Office Port Angeles. CGAS/SFO Port Angeles has logistical and administrative oversight of four 87’ Patrol Cutters, one 110’ Patrol Cutter and three Small Boat Stations. June 2012 brought the most recent upgrade to the CGAS/SFO Port Angeles fleet, the

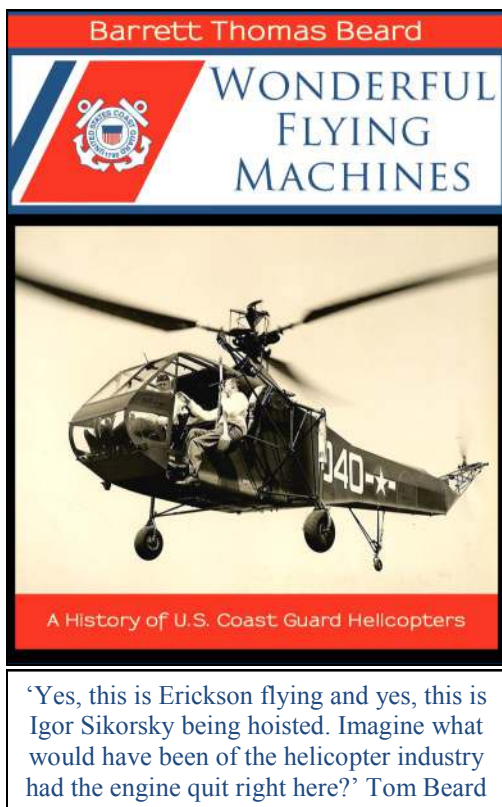
MH-65D, of which the unit currently operates three to provide for one SAR ready B-0 asset at all times.

CGAS/SFO Port Angeles’ proximity to the Olympic Mountains has not only diversified its flight environment, but also brought about some exciting SAR cases with uniquely challenging conditions. To meet these challenges, the pilots and aircrew participate in several locally developed trainings to ensure proficiency in the harsh mountain environment. CGAS/SFO Port Angeles responds to numerous high altitude SAR cases annually. It is not unusual for aircrews to respond to injured hikers thousands of feet in the Olympics. Most notably, after extensive preflight planning, an injured mountain climber was hoisted off of Brothers Mountain summit near Bremerton, WA at 6900’ MSL. This was not only the highest altitude helicopter rescue ever accomplished in the Olympic Mountains, but also the highest altitude HH-65 rescue to date.

Port Angeles aircrews operate in extremely unique maritime environments as well. Flying in this one of a kind AOR is absolutely breathtaking and persistently demanding. The beauty of the Pacific Coast, San Juan Islands, Straits of Juan De Fuca and the Puget Sound, set against the rugged and awe inspiring Olympic and Cascade Mountains is simply inexpressible. Yet whether operating at high altitude to recover an injured hiker or picking their way through low visibility in the islands toward a vessel hard aground, it is those very elements of beauty that lend themselves to the endlessly challenging conditions aircrews face in the aircraft at CGAS/SFO Port Angeles.

Despite constantly changing conditions, CGAS/SFO Port Angeles stands ready to execute the CG’s missions at all times. As with all great organizations, the success of this unit is a direct result of its personnel. The men and women of Air Station Port Angeles continually strive for excellence and achieve amazing results.





A Kindle edition of my book, *Wonderful Flying Machines*, has just been released. The original hardback edition is long out of print. The electronic version now brings this book back for all readers. Following is the announcement from the publisher:

Aequitas Books has just released Tom Beard's fascinating book, **Wonderful Flying Machines: A History of U.S. Coast Guard Helicopters**, as a Kindle Edition. It sells on Amazon's Kindle for \$7.99.

VADM Howard Thorsen wrote, "This book is an important addition to aviation lore because it chronicles the bureaucratic hurdles and internecine feud between fixed-wing-only hard-liners and a very few who had a visionary's zeal. But it is much more than that; it also takes the reader on an actual rescue mission and describes the experience from both inside the helo and from the cold, dark waters of the North Atlantic. This mental journey, I submit, will leave no reader unmoved. Any competent writer can tell a story. Tom Beard is an excellent one, to be sure, but he is much more than that. Tom knows aviation: he wore his wings of gold first in the Navy before transferring to the CG and serving a decade as a search-and-rescue pilot. Tom has a passion for capturing the facts of eventful episodes and melding them within coherent and, above all, interesting and educational prose."



'New Officers' FROM 1

Committee in the coming weeks.

Of the more than 160 votes cast online, more than 98 percent of the votes were in favor of the two candidates. There was only one valid write-in vote for president.

We would like to thank our outgoing officers of three years duration – CAPTs Steve Reynolds and Joe Baker - for their work and dedication, and, wish them luck in their future endeavors, and to continue their contributions as members of our organization.

In addition, we thank Gary Gamble for arriving at a very efficient online method of casting ballots for this special election. Overall, the number of votes cast was in the order of the number that would be cast at most Roost business meetings, or, received via snail mail.

One can reach Van Sice and D'Andrea via their CGAA E-Mail addresses:

·VanSice: president@cgaviationassn.org

·D'Andrea: vp@cgaviationassn.org

Very respectfully submitted,
Ben Stoppe, CDR, USCG (Ret.),
Aviator 1646

Executive Director, CGAA



Prez Msg' FROM 2

officer keep the Commandant waiting before, but that is what John did. When Sean Cross, the AirSta CO and Master of Ceremonies, announced the Vice Commandant of the CG arriving, the project officer came up and whispered in his ear that the VADM was not to be found. Mary Jane shrugged her shoulders and said this had happened several times in the weeks since they left Washington, DC. Shortly afterwards, the distinctive sound of an H-65 was heard approaching the hangar where the ceremony was being held and John disembarked. The Commandant was apparently surprised but was an exceptionally good sport about the delay. John passed the honorary title to RADM Jake Korn who then accepted and briefly wore the leather flight coat, leather flying cap (which he reported to be exceptionally hot), silk ascot and goggles. I presented each aviator with a CG Aviation Association coin, a model of a Pterodactyl painted as a CG aircraft with their respective aviator numbers and gave Jake the "ptero" egg.

I have met with RADM Bob Johanson, learned about the Phoenix Project, and

am encouraged that we seem closer than we have been to finding a suitable candidate H-52 to display at the Udvar Hazy Air and Space Museum. I commend George Krietemeyer and his band of volunteers for their efforts in Mobile to get the HU-16 at Battleship Park repainted. I thank Jay Crouthers for his work to find a venue for the 2015 annual roost. Currently, San Diego is the best candidate but we need a retired project lead. We also still need a lead for the Centennial Roost in Mobile which will be held in 2016.

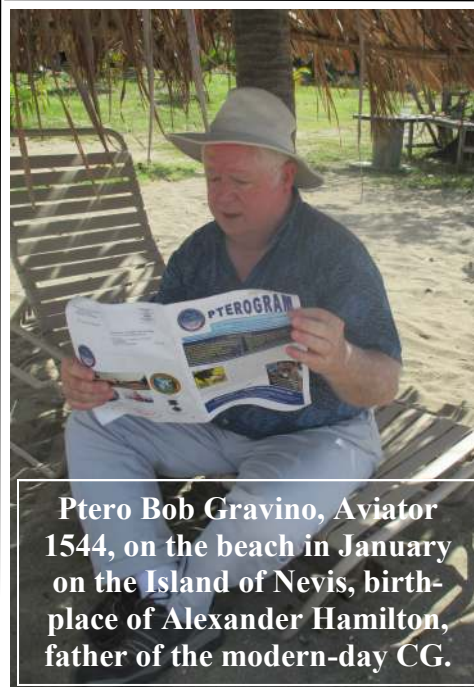
Thank you to Ray Copin for preparing the necessary presentations for the Ancient Albatross Change of Watch. And, thanks to Steve Goldhammer for producing this newsletter.

I look forward to my next two events with the Association: the Enlisted Albatross Change of Watch at which Pete Mac Dougall will be relieved by AETCM Mike Ferreira, Airsta Sitka's Command Master Chief, at AirSta Cape Cod on 8 August, and the Roost this fall also in Cape Cod.

Finally, I was struck by the wisdom of our four founders: Andrew Wall, George Thometz, Gus Shrode, and Norm Horton as I got to participate in the Ancient Al COW. Without their foresight, those of us who have logged our last flight would likely not have a reason to visit an Active Air Station. The opportunity to mingle with old acquaintances and current aviators was an experience I will treasure for a long time.

Fly safely, whether you are actually controlling an aircraft or just fantasizing..."

RADM Jim Van Sice, Ptero 1777



Ptero Bob Gravino, Aviator 1544, on the beach in January on the Island of Nevis, birthplace of Alexander Hamilton, father of the modern-day CG.



Mail Call! This issue's mail is brought to you (photo courtesy of Clayton Roll) by PBY-5A 48314 on the ramp at CG AirSta Argentia, Newfoundland in 1947. One of its many rescues was a 1,300 mile round trip and open sea landing/takeoff on 23 July 1947 to bring a critically ill sailor from CGC Bibb to St. John's, Newfoundland. More stories about 'Forever Amber' are in 'Life Guard-In His Own Words' by Ptero Ted A. Morris, P-2163. A related story is on P. 13 of Pterogram 1-14. Regarding how 'Forever Amber' got its name, Ted, Jr., son of Ptero Ted, recently reported from his dad that: 'The airplane was a real hangar queen at one point and one day all the mechanics were all sitting around the hangar commenting on how it was "all ****ed up." One particularly difficult job they had was to replace the ignition harnesses on one of the engines with the engine in place. Each of the two harnesses had 14 sparkplug wires running from the magneto, which was behind the engine, to the plugs and of course they didn't have a diagram of the firing order, so they were doing it by guess and by golly. The 14 wires for each harness had to come up through a very tight place behind the engine through a 1" diameter fitting. So, they decided to name the airplane after the pornographic heroine of the novel "Forever Amber," which was popular then, and banned in several states. So, Dad got a can of red paint and painted the name on the airplane; none of the officers made them take it off, and so it stuck. He said if any of them had any artistic ability they would have painted Amber in a pornographic pose as well. Ahhhh. The things you could do in the old days!'

Oldest CG Aviator

In response to your article in the Spring 2014 Pterogram about the oldest CG Aviator, you asked for those with aviator numbers below 600 to send name, number, & DOB. I was a Navy pilot, trained in WWII, selected in 1952 to transfer to active duty with the CG from the Navy Reserve. My aviator number is 578, DOB October 16, 1925. I was one of the original 12 pilots that made up the CG Air Detachment at NAS Bermuda in September 1952. As far as I know, CAPT James Iversen, Aviator 606, and I are the only survivors still living of that group of 12 aviators.

found some great material. Concerning oldest aviators, I certainly can't come close to Stu Graham but, for what it is worth, my aviator number is 521 and I received my wings in July 1948. I was born on 27 November, 1922. Unfortunately, I am the last surviving aviator from the class of 1945.

Ptero Jim Durfee, Aviator 521

Long Hours—CG Aviation

With regard to Ptero Ted A. Morris's article about CGAS St. Pete in the Spring 2014 Pterogram, it brought back many memories to this 82-year old life member. I started my tour of duty at St.

When I was returned to the inactive reserve in 1953, I entered dental school and spent the next nearly 40 years practicing dentistry in my own general practice in Ohio. Best regards.

Ptero Robert LaBarre, DMD, Av.578

Re your request in the latest Pterogram, my FW Aviator # is 534 and my Helo Aviator # is 135. Best regards.

Ptero Jim Iversen, Aviator 534

For your info, my Aviator # is 549. My name is Les High, age 90, born 12 February, 1924. Helo # is 195.

Ptero Les High, Aviator 549

I enjoy reading every article in the Pterogram when it appears. Having it on line is also a great step forward. I have just finished reading the latest copy on line and

Pete in the early '50's which was very similar with only slight differences. I was probably one of the few AM's who were qualified to fly as a flight engineer and mechanic on the PBM-5, PBY-5A, UF-IG, HO-3S, JRF, and the J4F. In fact, I was able to walk away from two crash landings; one in a JRF and one in a PBY-5A.

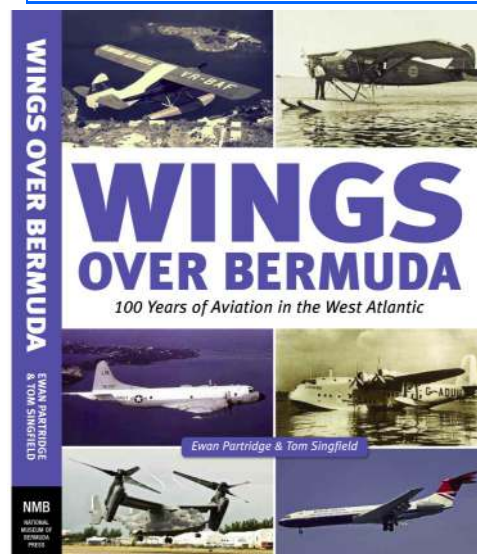
My assignment was in the Machine Shop where I kept the lathes, milling machine, and welders humming.

Enclosed is a patch which was designed by Walt Disney that we wore on our flight jackets.



Richard Hedwell, P-2645, Retired Captain, Denver Fire Department

"Wings Over Bermuda" Book Published



After many years of research and writing, I am delighted to say that the book "Wings over Bermuda – 100 years of aviation in the West Atlantic" has been published by The National Museum of



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 and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2014 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 **ALL** the graduates 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>
AET3 Anthony J. Morris	Clearwater	AMT3 Bohlman A. Pierce	Clearwater
AST3 Jordan M. Gilbert	Astoria	AET3 Benjamin J. Gurney	Clearwater
AMT3 Shea S. Smith	Traverse City		



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>
4498 Margaret A. Morgan	San Francisco	4499 Rachel E. Post	Clearwater
4500 Megan S. O'Connor	Sacramento	4501 Kellen R. Browne	Clearwater
4502 Brian J. Michka	Houston	4503 Jack C. Shadwick	Elizabeth City
4504 Jacob M. Marks	Port Angeles	4505 Timothy J. Olah	Los Angeles
4505A Staci L. Kronberg	Barbers Point	4506 James A. Rader	Houston
4507 Stephen M. Sanders	Elizabeth City	4508 Sarah E. Bradley	Barbers Point
4509 Joshua P. Scritchfield	Houston	4510 Jeffrey C. Henkel	Clearwater
4511 Daniel J. Reilly	Elizabeth City		



Bermuda. At over 300 pages, this hard-back has already received some excellent reviews. Some of you have been generous with your time and sent me stories and photographs relating to aviation in Bermuda. Thanks to you all.

Copies are on sale (cover price £40/US\$60) in Bermuda and via The Aviation Bookshop, Air-Britain Sales and myself in the UK. The Aviation Bookshop and Air-Britain will be able to accept credit cards.

www.aviation-bookshop.com
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info@bmm.bm

I can also supply signed copies from the UK, please contact me for prices, P&P

etc. The book is not available on Amazon or from any book distributor in the USA or Canada.

Best regards, Tom Singfield
 Horsham, UK

Regarding HU-16E 1267

I found a pilot for Barber's Point. Me. This was the second airplane I flew in the CG. I flew 1267 on my second flight, a CP syllabus with CAPT Rohrkemper as my instructor. I guess I did okay as my next flight two days later was a 6.6 hour search and the following day I flew 1267 for another 4.8 hours on a medevac from French Frigate Shoals. Four days later I finished the fourth and check flight in the syllabus making me an official copilot in the HU-16E. I compiled a lot of hours in 1267's cockpit.

Ptero Tom Beard, Aviator 1104

According to my flight logs, I flew 1267 at St. Petersburg from April 1953 to January 1954. I flew it again in Kodiak from October 1961 to July 1963. The last time I saw it was at Port Angeles between November 1966 and February 1967. I retired in 1968.

This fills in a little of the missing years in your article.

Ptero E.L. Hauff, Aviator 633

I flew it 23 Sep 68-1969....Searches and log flight to French Frigate Shoals, etc., etc. My log book shows 19 flights. Ptero C R (Sam) Wawrzynski, Aviator 993



CG Aviation Association Multi-mission Form

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- ☐ CGAA/Ptero Circular Stick-on Decals \$1 each/3 for \$2 (includes postage)
- ☐ Book: 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$30.00 Shipped
- ☐ Current Ptero Patch, 4 inch \$8 Old Ptero Patch \$7
- ☐ CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
- ☐ "Number Two" – The story of CG helo pilot #2, CDR Stu Graham, by Ptero Tom Beard. 28 pg. reprint from AAHS Journal. \$2 each, postage incl.
- ☐ Ptero Challenge Coin \$10ea, 2 for \$18, 3 for \$25 (includes postage)
- ☐ Ptero Bumper Stickers \$3 each/2 for \$5
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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 940,
Troy, VA 22974**

Jun2014 Please make copies of this form and pass it on.

Who's the Oldest Living CG Aviator?

In Pterogram 1-14, we requested info from our 'seasoned' aviator members with aviators numbers below 600 so we'd know who's the oldest living CG aviator. Based on responses received and personal knowledge of Ye Ancient Scribe as to who is still among us, following is a list of the oldest, and almost oldest, living CG aviators. Please submit updates/additions if you have any.

Stewart Graham, Av. 114, DOB 9/25/17
Warren Mitchell, Av. 243, DOB 8/23/20
James Dillian, Av. 536, DOB 6/11/21
James Durfee, Av. 521, DOB 11/27/22
Frank Manson, Av. 395, DOB 1/25/24
Les High, Av. 549, DOB 2/12/24
James Iversen, Av. 534, DOB 3/25/24
Herman McNatt, Av. 456, DOB 8/7/24
Laurence Cox, Av. 569, DOB 10/8/24
Frank Shelley, Av. 633, DOB 5/22/25
James Clune, Av. 636, DOB 9/5/25
Robert LaBarre, Av. 578, DOB 10/16/25

Ptero Speaks at Officers' Association Meeting



L to R: RDML Rick Gromlich (D13, Av 2485), Delgene Phillips (Av 1291), Mike Flood (Av 1922), Ray Copin (Av 744), Vic Primeaux (Av 1508).

At the CG Base Seattle in May, the Puget Sound Officers' Assn. was privileged to have as guest speaker a representative of the Super Bowl Champion Seahawks. CDR Mike Flood, USCG (Ret.), Av. 1922, is the Seahawks' VP for Community Outreach. Ptero Mike displayed an assortment of images while

relating interesting insights into the Seahawks organization, philosophy, and, of course, the season. He stressed the team ownership, coaches and players respect of and care for the community, not only fans (the 12's!!) but the needy and disadvantaged. Seahawks support for the military community includes the CG's annual District 13 flag football tournament on the Seahawks gridiron at Century Link Field. Mike also discussed his appreciation for his personal CG experiences and offered praise to the service, its missions and its people. Four other Pteros were present to congratulate Mike who received from the association for his presentation a model of CGC EAGLE with her flying jib; yes, EAGLE sports one, and it is proudly flying in the image of the five Pteros present in this image from Vic Primeaux's camera.

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HU-16E CGNR 2129 at Mobile's Battleship Park
Refurbished by ATC Mobile Chiefs Pg. 9



Capt Krietemeyer (ret), former ATC CO #7, presents Bryan Snuffer print 'The Last Flight' to ATC Mobile's team organizer HSC (E-7) Jamal Long (l) and team leader CMC (E-9) Kit Harris (r)



AirSta/Sector Field Office Port Angeles Pg. 15



VADM John Currier speaks at his Ancient AI Change of Watch Ceremony P. 3

MAIL Pg. 17

THAT'S NOT ALL !!