



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
AN ASSOCIATION OF COAST GUARD AVIATION PERSONNEL

Sitrep 206 Summer 2006 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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U.S. Coast Guard Aviation — Ninety (90) Years (1916 - 2006)

These pages trumpet but a few milestones along the way. Significant, special, interesting and exciting milestones. Rescues of historic proportion by any heroic and sheer quantity standard. Still other stories of commitment, sacrifice, skill, dedication and promise for the future. 2006 also marks the thirtieth year of the Ancient Order of the Pterodactyl, the CG Aviation Association. As many as possible will gather together to celebrate both major milestones while roosting at Traverse City, Michigan on 17 through 20 September. CGAS Traverse City will host our roost. The image here opposite the current air station patch does



not represent the galley or operations center of the air station. This is a view of the Traverse City Bayshore Resort, Headquarters for this year's roost as announced in the spring Pterogram. Pages 3 through 5 present roost details and a registration form. There's no tennis tournament this year, but there are courts available in the afternoons next door. Visit the air station website (www.uscg.mil/d9/astc.htm) for all the



latest Roost information and links to local area interests.

The roost registration form and activity offerings are a shade different from past years but close. Hopefully, essentials are clear for those who fly or flew. Note the offering of a "golf" shirt with logo which the ground crew (planning committee) understandably doesn't want to fund in quantity without advance orders (an image of the shirt and logo can be viewed on the air station's website above). Also, two of the tour offerings are especially critical regarding sign up deadlines, so as you review and contemplate activity opportunities, take to heart that 'heads up.' Finally for air travel planning: If you book air travel through Andrew Kan Travel Services, expect a 5 to 10 percent discount on Northwest, United and American Air Lines flying in. There are some restrictions but check out debb@akantrav.com M-F 9-5 or call 1-800-748-0304. You can also check with LT Anderson (231) 922-8219 or LCDR Pascai (231) 922-8224 with questions.

DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the JUNE DATE to which **YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT** is AOK.
IF THE DATE READS 2006, OK, BETTER PAY NOW TO REMAIN ON THE ROLLS
Check out page 11 for the renewal application, AOP address, etc. Thanks for helping us carry on!





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Notes From Ye Prez...



The votes have been counted!! No hanging chads or pregnant dimples were noted. Therefore, congratulations are in order for Mont, Paul, Cathie and Ben – the new leaders of our organization. Congratulations are also in order for our new Ancient Albatross, Ptero RADM Dave Kunkle (Av 1726).

You will read about the Change of Watch ceremonies in pages to follow. We supported these special ceremonies with \$1,500 of PTERO funding to help the traditional ceremonies and ensure a good time was had by all!

As you all know, Ray Copin has been THE person responsible for our exceptionally well designed and edited newsletter. For the past nine plus years, he has faithfully produced three and sometimes four outstanding PTEROGRAMS which are read and enjoyed by our readers around the globe. Ray – I want to personally thank you for the hundreds of man hours you have expended on our behalf. BRAVO ZULU and THANK YOU for all your advice and counsel over these many years. You are the epitome of an "officer and gentleman," and you are also a true friend and confidant. Thank you for your service to our members and for your support of my initiatives on behalf of the PTEROS. *[I'll reluctantly leave this in with thanks...Ed.]*

I sincerely thank those of you who helped me over the past thirteen years (where does the time go?). I can't possibly list all the people who took on the many big and small jobs necessary to keep us on track over the years. Rest assured that your efforts are most appreciated. You can be proud of what we have accomplished. Some of the major initiatives are listed below. Together, we:

- ✦ added four CG aircraft to the Naval Aviation Museum and improved exhibits,
- ✦ doubled our membership (now over 1,100),
- ✦ tripled the endowment (now over \$ 90,000),
- ✦ established annual active duty awards for Rescue, Safety and Maintenance,
- ✦ provided leadership and funding for the Memorial Wall at Elizabeth City,
- ✦ developed comprehensive Pterodactyl and Aviation History websites with detailed and never before published information about CG history,
- ✦ assisted authors in publishing five Coast Guard aviation books and published our own Coast Guard Aviation History book (1916 – 1996),
- ✦ expanded the Coast Guard Aviation Hall of Fame, and
- ✦ supported the Coast Guard Academy Flying Club.

Several of the projects planned for this year are almost complete. We will soon display a beautiful and large (three feet long) set of aviator wings, carved and gilded by CWO Paul Doka, in the new Coast Guard Academy Alumni Building very near Ptero Harvey Orr's (AV #1157) fantastic hand made furniture items. Four large (six foot wing span) hand carved wooden models will also be displayed in several buildings on campus as a result of a bequest to CGA by the wife of Frank Leamy's (AV # 40). The Pteros provided guidance and technical support to that effort.

Enjoy this issue and take a minute to reflect on just how important this organization is to our Coast Guard! Only aviation personnel could ever be this organized !

I look forward to seeing many of you in Traverse City as I pass the accoutrements of office to Ptero Mont Smith. I then will move back near the tail to enjoy the show!

Semper Paratus

George

P.S. I need to both thank and congratulate retiring Ancient Albatross and life member **RADM James Olson** , Av 1563 for his help and support over the past six years. We all wish you great success in your new career and hope to see you at future Gatherings.





2006 ROOST OPPLAN TRAVERSE CITY, MICHIGAN

(Thanks to the energetic active duty & retired members of the Traverse City planning ground crew.)



DATES: Sunday, 17 September — Wednesday, 20 September 2006

HEADQUARTERS (as earlier announced in the spring 'Gram): The Bayshore Resort, 833 East Front Street, Traverse City MI. \$79 per night plus tax. Complimentary breakfast and parking included. Phone 1-800-634-4401 or 231-935-4400. Mention you're with the Coast Guard Pterodactyl Group. The resort's website: www.bayshore-resort.com. Only 100 rooms are available, but overflow can be booked at the next door Holiday Inn for the same Ptero group room rate. Contact the HI at (800) 315-2621 or www.tcwestbay.com.

ROOST REGISTRATION and HOSPITALITY: Page 5 presents the roost registration form which you are encouraged to complete and submit with your check as soon as possible. When you have checked in at the Bayshore, seek out the Bayshore hospitality suite (Social Lounge) to (1) sign in for the roost, receive final activity schedules, nametags and other helpful information, and (2) Hang out. Linger. Relax. Snack. Share lies. The bar will be manned and kegged. There will be soda, water, munchies, too. **The suite (Social Lounge) will be available on Sunday from 1400 to 2200, Monday 1100-1800 and Tuesday 1100-1700.**

EVENTS AND ACTIVITIES, Monday, 18 September

0700 — 1100

Great Lakes Charter Fishing: Two charter fishing boats have been reserved for both Monday and Tuesday for salmon fishing trips on the East Arm of Grand Traverse Bay. A quick response and deposit from prospective fishermen is necessary to **firm these reservations by 1 August**. This will be prime time for the King Salmon fishing season, and we look forward to successful catches. Our Charter Captain is Tiny Ray who has fished these waters for more than 30 years. If the fish are there, he'll find 'em. The cost includes a one day non resident fishing license (available on the boat), tip for the mate and a cooler of soda and beer, coffee and doughnuts. This arrangement will accommodate 24 "fishermen," (6 per boat, 2 mornings). If there is more interest, we'll get more boats. If there is less interest, we'll cancel the excess. The marina is about 8 miles from the Bayshore so we'll work out transportation according to response. Please select your preference as Monday, Tuesday or either one. **\$80 per person.** (Michigan residents with a current fishing license deduct \$7.)


0900 — 1200 as scheduled individually

Grand Traverse Bay Aerial Tour: For those who love to fly (any in this group?), a local charter service has been scheduled to provide a half hour aerial tour of the Grand Traverse Bay on either Monday or Tuesday. Enjoy a bird's eye view of the air station and surrounding area. If you think it's beautiful on the ground, wait 'til you see it from airborne! A minimum of three people is needed, and it will be necessary to **firm reservations by 1 August**. Please indicate your preferred day and time. Oh, the price is **\$40 per person.**

1000 — 1600

Chateau Chantal Winery Tour: You are invited to take a scenic bus tour along the beautiful Old Mission Peninsula and visit one of Michigan's finest wineries. Located on a 65 acre estate in one of the most scenic areas of the Great Lakes, the Chateau Chantal provides a unique destination combining vineyards and winery, winding roads, fresh air and kind company. Views of East and West Grand Traverse Bays, Power Island and rolling vineyards abound from each window. Embark on a tour of the beautiful winery & vineyard, partake a fully included lunch at The Tavern, taste the wines in a sampling room, and enjoy the breathtaking scenery. All, plus a quick jaunt through historic downtown Traverse City on your return, are included. **\$45 per person.**

1900 — 2200

Social Cocktail Gathering: Enjoy an informal gathering in a fun atmosphere where old friends can reunite. The Shimmers Nightclub in the nearby Holiday Inn has been reserved just for us. Stay inside or step out onto the beach-side deck to enjoy the view and fresh air. Hors d'oeuvres will be served along with a couple of complimentary kegs of good brew. A cash bar will also be available. **\$18 per person.** 

EVENTS AND ACTIVITIES, Tuesday, 19 September

0700 — 1100

Great Lakes Charter Fishing: Also available on Monday. See details previous page.

0800 (departing from Traverse City)

Golf Tournament (0930 — 1430): Enjoy an amazing round on one of the Grand Traverse area's most beautiful courses. Tucked into a natural setting 50 minutes from downtown Traverse City in the hills of Benzie County, Pinecroft Golf Course offers golfers stunning vistas capturing the beauty of Crystal Lake and the surrounding countryside adjacent to the Sleeping Bear National Lakeshore. From its opening day, Pinecroft has been a favorite of northern Michigan golfers. This course is certain to provide an enjoyable and challenging golfing experience for players of all abilities. The tournament will be a scramble format with shotgun start. The price includes green and cart fees. Prizes will be awarded for winning team, longest drive and closest to the pin on each of the four par 3 holes. Sandwiches, etc. may be purchased at the club house during the turn. Please sign up as a team or individually. If you do not have transportation, local Pteros have volunteered to provide rides from the hotel. Plan to depart Traverse City by 0800 to arrive in time for final team assignments. And please advise if you will need a ride. Shotgun start at 0930. **\$45 per person.** *(Please add a note to your registration with the names of others you wish to be teamed with.)*

0900 — 1200 as scheduled individually

Grand Traverse Bay Aerial Tour: Also available on Monday. See details previous page.

1145 — 1300

Wellington Inn Private Tour and Tea: Featuring period antiques throughout, enjoy this beautifully restored 1905 home located with the historic district. Enter the stately mahogany and leaded glass foyer and be transported in time to an era of quiet and gracious living. Enjoy an assortment of traditional teas accompanied by beautifully presented split scones with crème fraiche and homemade jam, finger sandwiches, tea cakes, tarts and short-breads. Limited to the first 50 to sign up. **\$20 per person.**

1800 — 2200

Annual Awards Banquet: Look forward to this yearly coat and tie Ptero highlight. Guest speakers. Awards. Spectacular dinner. This will take place at the nearby Hagerty Conference Center. Meal choices are Old Mission Chicken Breast filled with Boursin cheese, spinach & wild rice, Grilled pork chop with green peppercorn sauce, or Great Lakes Whitefish stuffed with crab and with lemon chive butter. Potato, vegetable, salad, dinner rolls and assorted cheese cake selections are all included. **\$45 per person.**

EVENTS AND ACTIVITIES, Wednesday, 20 September

0800 — 1000

Business Meeting: We'll hear brief reports, accomplish a transition of leadership, determine the location of the '07 roost, etc. in Bayshore Resort conference room. Coffee and Donuts. **\$5 per person.**

1100 — 1400

BBQ/Air Station Tours: Finish off the roost at a picnic at CGAS Traverse City's Biederman Park. Learn why our galley has the best cooks in the Guard. Wood fire chicken (aka Biker chicken), hickory smoked BBQ, country potato salad, Kentucky baked beans, Carolina Coleslaw, rolls, decorated iced cake & beverages. Meet the men and women of today's CG and swap your saltiest stories. Tour the facilities and view the different aircraft currently in the fleet. **\$10 per person (\$5 active duty).**

DON'T FORGET TO REGISTER — NEXT PAGE



CUT ALONG THIS LINE IF REMOVING PAGE INSTEAD OF COPYING



TIME CRITICAL !! - - - - DUE 1 AUGUST!!!



REGISTRATION TRAVERSE CITY ROOST SEPT. 17-20, '06

NAMES: <i>Please check here if staying at the HQ resort</i> <input type="checkbox"/>	
ADDRESS:	
CITY, STATE, ZIP	
PHONES	DAY: () - NIGHT: () -
EMAIL ADDRESS	Date arriving:

ACTIVITY	Cost per Person	Number of Persons	Total per item
CHARTER FISHING Monday	\$ 80		
AERIAL TOUR Monday	\$ 40		
WINERY TOUR Monday	\$ 45		
SOCIAL COCKTAIL GATHERING Monday	\$ 18		
CHARTER FISHING Tuesday	\$ 80		
GOLF TOURNAMENT Tuesday	\$ 45 <input type="checkbox"/> Need Ride		
AERIAL TOUR Tuesday	\$ 40		
WELLINGTON INN TOUR Tuesday	\$20		
AWARDS BANQUET Tuesday	\$45	<input type="checkbox"/> Chicken <input type="checkbox"/> Pork <input type="checkbox"/> Fish	
BUSINESS MEETING Wednesday	\$ 5		
Air Station BBQ Wednesday	\$ 10(\$5 active duty)		
Golf Style Shirt with roost logo	\$ 35	Size: _____ Color: _____	
REGISTRATION FEE (per registration, not person)	\$ 10	No registration fee for active duty	
		GRAND TOTAL	\$

Make your check to
PTERO 2006 and return your
completed form and check to:

Pterodactyl Roost 2006
c/o CGAS Traverse City
1175 Airport Access Rd.
Traverse City, MI 49686

Contacts for questions:
LT Jeremy Anderson (231) 922-8219 or
Capt. Rusty Rast (Ret.) (231) 947-5027



REMARKABLE RESCUES

by Ptero D.C. "Deese" Thompson,
VADM, USCG (Ret.), CG Aviator 683



[On Thursday, May 11, 2006, , the National Museum of Naval Aviation at NAS Pensacola, Florida, was the scene of the Naval Aviation Museum Foundation's 20th Annual Symposium. Last summer, Ptero Prez George and Ptero Deese Thompson, both Museum Foundation Trustees, prevailed in their efforts to convince the Foundation that it was high time for a Coast-Guard-only Session. So this year, reports Ptero Deese, "in honor of Coast Guard Aviation's 90th Anniversary, we had our own Session, one devoted to telling the story of three remarkable rescues. Our feeling was we were going to have a unique two hour USCG Session, and we needed to pour it on and tell our story. And pour it on the panelists did!" Photos on Page 10..Ed..]

A standing-room-only crowd of 800 aviation enthusiasts filled the atrium when the Coast Guard panelists took the dais to recount their daring exploits on three separate SAR cases. As panel moderator, I gave a brief explanation on the history of CG Aviation, starting with 3rd LT Elmer Stone [*CG Aviator 1, Naval Aviator 38*] and 2nd LT Charlie Sugden reporting to NAS Pensacola in April 1916. I then covered some highlights over the ensuing years and closed with a description of the dazzling airman-ship records set during the phenomenal response to Katrina last year.

Minutes before the CG Session, the Symposium attendees had witnessed a Hall of Honor Enshrinement for three Naval Aviators and a Naval Flight Surgeon. I explained to the audience that of the 79 enshrined to date, we had four outstanding CG Aviators topside in the

Museum Hall of Honor - Stone, MacDiarmid, Erickson and Graham [*CG Aviators 1 59, 32, 114*].

Panel ground rules were to use SAR cases from the last decade, leaving Katrina for another day and venue. So, we were looking at cases from the 1990's, screening from hundreds of hairy cases down to three. Thanks to Ptero History guys like Bear Moseley, Gib Brown, Tom Beard, and others. Their research helped us select the final three. All three SAR cases started out with..."It was a dark and stormy night"...and was it ever!

FIRST CASE. S/V MALACHITE. Panelists Capt Bruce Jones, CO CGAS New Orleans, AST2 David Yoder III (Ret). December 1993. 41 ft Ketch with 3 POB in raging seas and heavy winds 400 miles east of Elizabeth City. Perilous situation, in danger of breaking up after 3 days of relentless pounding, they intend to abandon ship and activated their EPIRB. They had PFD's but no raft. A C-130 was launched and located the vessel. There were no ships in the area, closest more than 12 hours away. Ten life rafts were expertly dropped by the C-130 in a sea state so bad the S/V couldn't haul them in. After sunset, dropping flares, the C-130 reported on scene weather so bad that hoisting was not recommended. The S/V was surfing up/down in seas in excess of 30 ft with rogue waves of 75 ft. The HH-60J 6008 crew, LT Bruce Jones, LTJG Randy Watson, AD2 Dave Barber and AST2 Dave Yoder, launched into the winter gale with the intention of landing in Bermuda, allowing 30 minutes maximum on scene to recover the 3 crew off Malachite. Arriving on scene after dark, 6008 found the

S/V being driven at 11 knots with a sea anchor deployed. LT Jones directed the S/V crew into the seas one at a time, and AD2 Barber lowered rescue swimmer Yoder into the raging seas. This was Yoder's first actual "live" case as a rescue swimmer. Thus began what became a violent physical battle for all. Yoder was dunked, dragged, slammed into mountainous seas as he struggled to get the 1st, 2nd and 3rd crewmen into the basket. The pilots, Jones and Watson, were fighting vertigo with lack of visual reference, trying to maintain a hover by reference to the huge, rapidly moving and foam covered seas raging by in the light of the helo searchlight while the hoist operator Barber was conning the pilots, working the hoist and wrestling the cable and heavily loaded basket out from under the starboard fuel tank on each recovery. After the last survivor was safely aboard, the rescue swimmer connected the cable hook to his harness & the flight mechanic began hoisting Yoder. Just then, a huge wave crashed over him, slingshotting him into the air, and then back under water. Finally, on the way up, Yoder watched helplessly as the hoist cable frayed and unraveled until only one of the three strands remained intact. Dave Barber worked the frayed cable up to the door and quickly wrestled Yoder into the cabin. Twenty nine minutes had elapsed, one less than planned!

6008 departed scene and, dodging storm cells and lightning, made it to NAS Bermuda with 50 minutes of fuel remaining thanks to great flight planning and fuel management and a little tail wind. This feat set a new long distance rescue record for the



HH-60 Jayhawk – 632 miles. During the survivor's debrief over a pint in a Bermuda pub, the Malachite's captain said, "There's no question. If you guys didn't show up, we were dead."

SECOND CASE. S/V MIRAGE. Panelists LCDR J.E. "Jay" Balda, CGAS Cape Cod, LT Michael Odom, MSU Port Arthur, TX, CAPT Bruce Jones, CGAS New Orleans. January 1995. The 42 ft racing S/V was in big trouble some 350 miles East of Savannah, GA. A strong winter front with 50 knot winds created a confusing tumble of dangerous peaks among already mountainous waves. 5 POB. A series of 50 ft waves rolled the S/V 120 degrees, leaving nothing on deck after it righted, no liferaft, engine dead, one POB washed over but pulled back aboard. Panicked crew got off a Mayday, and prepared to abandon ship. A C-130 was launched from Elizabeth City to locate Mirage while the duty HH-60J 6019 crew of LT Jay Balda, LTJG Guy Pearce, rescue swimmer AST1 Mike Odom, flight mech/hoist operator AD3 Mark Bafetti and volunteer rescue swimmer backup ASM3 Mario Vittone lifted off in that storm, arriving on scene about 0110 local. Conditions precluded hoisting, so AST1 Odom agreed to enter the raging seas to assist survivors into the basket as they jumped off Mirage. The first recovery took 20 minutes due to the violent seas during which the rescue swimmer was carried nearly a half mile from the S/V. Odom was hoisted back up after each survivor was recovered, to be repositioned for the next entry. Bafetti and Vittone worked the wildly swinging cable and basket, but the cable was chafing on the external fuel tank. With the 3rd survivor in the basket 10 feet below the cabin, the cable strands began to pop and unravel, and as Bafetti ran the hoist up and pulled the survivor on board, the

hoist drum froze.

At this point the helo was 6 minutes to bingo fuel. Communications from helo to Odom were lost. At bingo fuel, the helo dropped a 6-man raft to Odom who, already seasick and fatigued from 50 minutes in the water, had no idea what was happening but finally realized he was being left at sea. Odom was thrown out of the inflated raft numerous times. He finally obtained contact with the orbiting C-130, which was critical on fuel and had both outboard engines secured. The C-130 tried to encourage & reassure Odom that help was on the way. Odom knew he was 300 nautical miles offshore, no ships were within 10 hours and another helo was at least 4 hours away. At this point, his hopes waned and Odom lashed himself into the raft face up just prior to losing consciousness.

Indeed, it was 4 hours later when from Elizabeth City, LCDR Bruce Jones in HH-60J 6034 arrived on scene and lowered his rescue swimmer, ASM3 Jim Peterson, to assist Odom who appeared to be unconscious or lifeless in his raft. Both rescue swimmers were recovered together. Odom was unconscious, with a body temperature of 92.5 degrees. Jones diverted his helo to the USS Ticonderoga, now 70 flying minutes away. Odom regained consciousness and recovered rapidly enough in the ship's sick bay to be transported to Elizabeth City the next day. He returned to work the very next day.

THIRD CASE. F/V LE CONTE. Panelists CAPT Ted Le Feuvre, CG Liaison to CNATRA at NAS Pensacola, CDR Steve Torpey, CG Headquarters, AETCS Fred Kalt, CGAS Elizabeth City. January 1998. The 77 ft F/V, an 80 year old planked oak vessel with single diesel and 5 POB fishing in the Gulf of Alaska, encountered "perfect storm" type weather with

der tons of water. Bilge pumps were inoperative. Engine room flooding, planks opening, the Captain orders abandon ship. 5 POB don exposure suits, tie a line around each other's waist, toss over the EPIRB and go over the side in 38 degree, mountainous seas. The EPIRB position was relayed to RCC in Juneau, Alaska. CGAS Sitka launches the first of three HH-60Js to locate the vessel. Flying into the mouth of a powerful Arctic storm, the first helo locates 4 or 5 LeConte survivors, but severe turbulence prevents them from getting the rescue basket anywhere near the survivors. When CGAS Sitka has had no communications with helo #1 for over an hour, a second Sitka helo is launched. Helo #1 manages to relay a message advising POB located, aborting mission. Helo #2 struggles to the scene, and again, conditions are too severe to be able to get a basket to the survivors. They depart scene. Helo #3, CG 6011, crewed by LT Steve Torpey, CDR Ted Lefeuvre, AET1 Fred Kalt, AD Lee Honnold and ASM2 Mike Fish launched at 0015 local with extra flares, chem lights and weights for the basket. A C-130 from CGAS Kodiak arrived on scene to provide 6011 with a good communication link as they fought their way to scene through terrible weather conditions. In the cockpit, the pilots were experiencing 30 degree nose up and nose down conditions, and 30 degree rolls, so Torpey handled the cyclic and LeFeuvre the collective to keep the helo airborne above the mountainous waves while Kalt and Honnold tried to get the basket close to the four remaining and weakening survivors. Fish, the rescue swimmer, volunteered to go into the sea, but it was judged too risky. After two hours of struggling overhead, first one, two and then three survivors were recovered.



Remarkable Rescues (continued from page 7)

The fourth, now hypothermic and clinging underneath the basket, lost his grip, fell into the sea and his body was recovered the next day by another HH-60J. The fifth crewman's body was found 7 months later on a remote Alaskan island.

This spell binding session closed with a rousing standing ovation cheering the Symposium's Coast Guard panelists for their uncommon courage, skill and professionalism.

[A DVD of this event will be available from the Naval Aviation Museum store for \$20. Call (800)247-6289 to order your copy...the DVD will no doubt be a great add to your family library and a terrific program for civic clubs, military associations, schools, etc. So have at it...and, Prez George, present at this symposium, reported that "...our Deese was not only a magnificent moderator, but the standing O crowd of USN and USMC folk present were clearly enthralled by the exploits of our representative CG heroes"...Ed.]



HURRICANE HEROES RECOGNIZED

by Ptero George Krietemeyer,
CAPT, USCG (Ret.), CG Aviator 913



[It seems appropriate to follow the preceding remarkable rescue stories with this account of ceremonies taking place the very next day just a hop, skip and jump west of Pensacola — or maybe a pull collective, check for traffic and lower collective — at Mobile.]

“Their courage, judgment and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard”

This phrase was repeated many times on 12 May, 2006 as over 1,000 people gathered in the Mobile Convention Center to participate in the largest award ceremony ever conducted for U S Coast Guard personnel. This military awards ceremony was designed to honor those Coast Guard men and women who distinguished themselves while responding to one of our nation's largest natural disasters.

Sunny skies, cool temperatures and a beautiful riverside setting made for a joyous afternoon as a total of 95 prestigious awards were presented by Congressman Jo Bonner and RADM John “Spider” Acton., USCG.

ADM Thomas Collins, Coast Guard Commandant, has previously stated “Coast Guard forces have several key strengths that allow a

quick and effective response to natural disasters. That strength begins with our people whose dedication to response and adaptability to changing circumstances never ceases to fill me with pride and admiration. On a daily basis, they make the best use of the three key attributes of Coast Guard operations; our multi-mission focus, our organizational flexibility, and our continual examination and improvement of exercised plans. And they don't wait to be told what to do, they just do it.”

The destruction from Hurricanes Katrina and Rita in the 8th District stretched from Texas to Alabama, culminating in one of the worst natural disaster zones in American history. The men and women of the Coast Guard prepared and responded to these unprecedented disasters with exceptional skill and agility.

As the entire world saw, Coast Guard men and women descended on the devastated Gulf Coast with courage, initiative and perseverance. As always, saving lives in distress was our first priority. Coast Guard aircrews, pre-staged from Texas to Florida, began rescuing victims and surveying damage as soon as weather conditions allowed. Hurricane Katrina's Gulf Coast

landfall occurred at 6 a. m. on August 29. Only nine hours later, as winds still howled at 60 knots, the Coast Guard made its first rescue when an HH-65 Dolphin helicopter rescued two adults and an infant from a Port Sulphur, LA rooftop. Numerous rescues in Mississippi and Louisiana quickly followed that same afternoon.

In an average year, the Coast Guard saves 5,500 lives. Within 48 hours of Katrina's landfall, the Coast Guard achieved half of that total in Louisiana and Mississippi alone. By September 7, Coast Guard forces had rescued 24,135 people by boat and helicopter and evacuated 9,409 more from 11 hospitals for a total of 33,544 rescues. Statistically, more than six years of search and rescue was compressed into a two week period. In response to Hurricane Rita, Coast Guard personnel saved an additional 138 lives and evacuated 53 victims of that Category 3 hurricane.

The Legion of Merit was presented to Captain Dave Callahan (AV # 2408), Commanding Officer, ATC Mobile and Captain James Bjostad, Commanding Officer of CG Sector Mobile. These officers were recognized for exemplary leadership in rescue and recovery operations in AL, MS and LA.



The Distinguished Flying Cross was presented to 9 ATC Mobile pilots and 10 Rescue swimmers. Excerpts from these awards will tell something of their story.

CDR McCraw, having amassed over 19 flight hours, 16 at night on night vision goggles, is credited with saving 52 lives.

CDR Gorman saved an amazing 370 lives while piloting his HH-60 for more than 38 hours. He launched the first aircraft in hurricane winds to provide a rescue force over New Orleans. Many hoists were in winds exceeding 50 knots.

CDR O'Keefe saved 214 lives while piloting his HH-60 for 29 hours. He hoisted 60 survivors at a hospital on Night Vision Goggles.

LCDR Hudson saved 98 lives piloting his HH-65 at night threading his basket through trees and overhangs.

LCDR Brown saved 78 lives while piloting his HH-65 for more than 22 hours. Many were stranded on the roof of a bus and nearby fires filled his cockpit with smoke.

LCDR Sasser flew in excess of 40 hours to save 160 lives (many at night) in his HH-65, many times at extreme weight and power limits.

LCDR Vislay flew more than 44 hours in his HH-60 and rescued 167 lives. He was the second aircraft to arrive in New Orleans and delivered CG and FEMA leadership to ground zero in high winds and reduced visibility.

LCDR Langrum flew more than 37 hours in his HH-60 saving 147 lives. He was the first aircraft to arrive at the stricken Baptist Memorial Hospital and evacuated the most critical patients. Over 32 hoists were at night and some were with a complete ICS failure.

LT Houghton is credited with saving 96 lives while flying his HH-65 over 24 hours. On scene conditions were such that he had to lower his rescue swimmer to a 2nd story bal-

cony 28 times using other aircraft as his "eyes".

Chief Petty Officer Walker served as a rescue swimmer for more than 28 hours rescuing 129 people. Many times he was required to deploy in fetid and snake infested water gathering survivors to coordinate hoists.

Chief Petty Officer Nelson saved 90 lives on multiple HH-65 sorties. One night he was lowered to a school rooftop containing 200 desperate survivors, many of them armed gang members. He was able to reason with them and, despite gunshots fired nearby, he was able to get them all to safety.

Petty Officer Fortney served as a rescue swimmer for 27 hours and saved 93 lives. On one rescue, he was required to hang upside down to place the rescue basket near a window under an overhang.

Petty Officer Williams saved 120 lives in 25 hours. In one instance, he was lowered to a hotel rooftop where more than 300 desperate and combative survivors (many of them armed) were clamoring for assistance. He and several other rescue swimmers took control of the crowd and safely got them all off the roof.

Petty Officer Shepard saved 62 lives in both HH-65 and HH-60 helicopters. He was lowered into flooded neighborhoods where he bravely swam through the floodwater from rooftop to rooftop to gather dozens of survivors.

Petty Officer Doolittle saved 81 lives in 28 hours. At one location he found a family of 10 trapped in an attic. With amazing strength and agility, he physically lifted each of the 10 survivors to the rooftop—many of them weighed more than 200 pounds.

Petty Officer Sayers gave the nation one of its lasting images of Hurricane Katrina as he was broadcast around the world chopping through a rooftop of a flooded home to extricate a survivor from

an attic. He rescued 68 people while flying 42 hours.

Petty Officer Latta flew over 32 hours and rescued 181 people. On one rescue, he smashed through a roof with a sledgehammer to get the rescue strap and hoist cable on a 400 pound diabetic amputee.

Petty Officer Lawson saved 86 lives during 34 hours of flight operations. In one rescue he located an elderly couple floating downstream in their hot tub. He swam through fetid and toxic waters to rescue them despite getting himself entangled in debris several times.

Petty Officer Leahr saved 151 lives during his 27 hours in the air. He performed rescue breathing on two survivors and later that same night cut a family of three from their attic and lifted a 300 pound survivor to the rooftop for rescue.

Space precludes telling something of all the awards presented. 13 Mobile area CG personnel received the Meritorious Service medal, 31 pilots and 30 aircrew personnel received Air Medals for their heroic efforts.

We Pterodactyls do plan to publish a Special Edition of Pterogram devoted to all KATRINA and RITA rescues. We need your help and will be asking all Air Station C.O.'s to provide us with copies of Award Citations issued at your command for heroic action during these storms. A copy of the citations will be added to the 350 Awards already listed on our Aviation History website, and a complete story will be printed ASAP.

[With permission from the Mobile Press-Register, a comprehensive article by George Werneth reported the following: "During the invocation, Chaplain Endel Lee noted, "When the call came, they were ready," and his benediction included "Thank you, God, for the men and women of the Coast Guard."]





Pteros Le Feuvre & Thompson

REMARKABLE RESCUES PANEL
11 May 2006
Naval Aviation Museum Atrium
Pages 6-8



"Ancient Albatross Arriving"



"Enlisted Ancient Albatross Arriving"



Chief MacDoughall & VADM Cross receive certificates from the Ancient Scribe

ANCIENT ALBATROSS TRANSITION I
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CGAS SITKA, AK
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ANCIENT ALBATROSS TRANSITION II
16 May 2006
CGAS ELIZABETH CITY, NC
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RADM Kunkle & VADM Cross prior to the Change of Watch

RADM Kunkle & VADM Cross with relief accomplished



Ptero Mont Smith, AOP Prez-elect, offers remarks



The new Ancient Albatross, RADM Dave Kunkle, addresses the assemblage



AST A School student performs a double military pickup of his instructor



AET A School student ready for safety wiring test

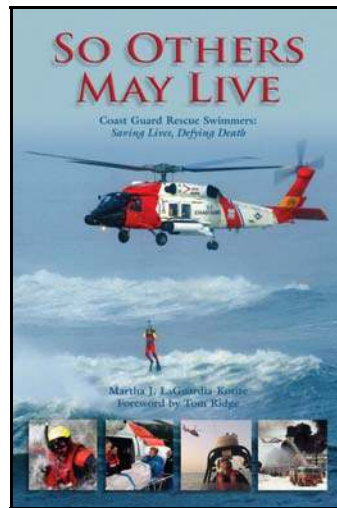
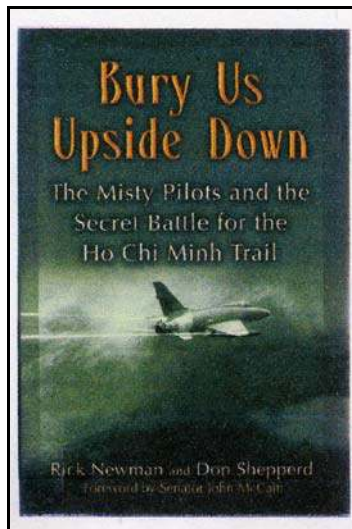


AET A School student in soldering lab

ATTC - Pages 13-15

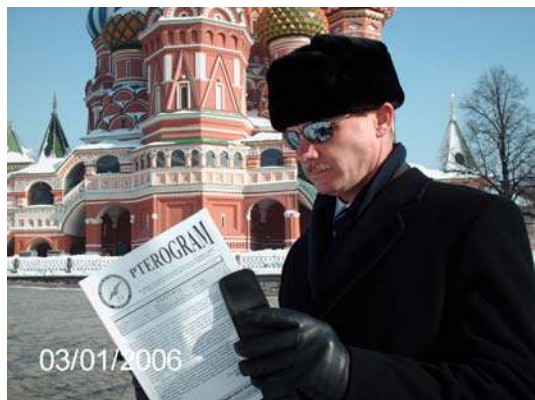


CG Academy Cadets Zach Geyer, Ruby Inge, Eddie Kunigonis & Bryan Kelly, members of the Cadet Aviation Club with their favorite bumper sticker



Cover Photo by Glenn Grossman

BOOK REVIEWS — Page 18



Ptero Peter Troedsson, Aviator 2551, "studying" in Moscow courtesy of the Air War College



Master Chief P.O. Bill Beardsley catching up on his reading by the Mendenhall Glacier at Juneau with one more day as reigning Enlisted Ancient Albatross

*See
Page
12
For
Info
On
This
Great
CD*



Thanks to those who contributed photos... Gary Gamble, Cathie Zimmerman, PA2 Tom McKenzie, PA3 Eric Chandler, Jim Loomis, Martha LaGuardia, and the ATTC staff.



*The newly elected AOP Officers at a spring visit to CGHQ
RADM Kunkle, Prez-elect Mont Smith, VADM Cross,
Secretary-elect Cathie Zimmerman, Ptreasuer-elect Ben Stoppe, Vice Prez-elect Paul Langlois*



ANCIENT ALBATROSS TRANSITIONS

Magnificent Men in their Flying Machines (or in their Ancient Flying Garb)

report by Pteros Ray Copin, Mont Smith and Cathie Zimmerman

The 90th year of CG Aviation, not yet half over, has already included in its annals a record surely to remain on the books a long time. The longest Ancient Albatross and Enlisted Ancient Albatross passing of “the egg” ceremony, in time and distance. On Saturday, 13 May 2006, the reigning Ancient Albatross and Enlisted Ancient Albatross, at USCG Air Station, Sitka, Alaska, shed their leather coats and goggles, passing them and other accoutrements, in turn, to an Honorary Ancient Albatross and to a new Enlisted Ancient Albatross. And voila, by the magic of aviation, 6 days later, some 3,200 NM southeast, across four time zones at USCG Air Station Elizabeth City, North Carolina, the Honorary Ancient Albatross retransferred the garb, egg and other regalia to the new reigning Ancient Albatross. Both ceremonies — or, if you prefer, that ceremony with the lengthy intermission — were/was carried out with dignity and respect appropriate to the coveted titles of the principals.

At Sitka, the Nineteenth Ancient Albatross, Ptero Jim Olson, RADM, USCG, Aviator 1563, a day earlier having relinquished command of the Seventeenth CG District at Juneau, arrived at the air station hangar. He disembarked from an HH-60 Jayhawk along with the Seventh Enlisted Ancient Albatross, Ptero Master Chief Petty Officer Bill Beardsley, USCG. Each was attired in ancient leather coat, scarf, goggles and gloves. Honors were rendered and with traditional remarks, and refitting, the reliefs took place. Ptero Beardsley transferred the flight gear, egg and medallions to his successor, Ptero Chief Petty Officer Peter MacDougall, USCG. Ptero Olson was similarly relieved by Ptero Honorary Ancient Albatross VADM Terry Cross, USCG Vice Commandant, Aviator 1584, who accepted the ancient garb and honors for Ptero RADM David Kunkel, USCG, Aviator 1726. Certificates were published and presented by ye ancient editor, Aviator 744, representing the Order. Witnesses included air station personnel assembled in current flight clothing and many guests.

At Elizabeth City, with Enlisted Ancient Albatross MacDougall observing along with active duty personnel and guests, Ptero Terry Cross transferred the ancient garb, etc., to Ptero Kunkle, now the twentieth Ancient Albatross. A certificate was published and presented to RADM Kunkle by the Order’s President-Elect, Ptero Mont Smith, Captain, USCG (Ret.), Aviator 1520.

Photos are on page 10.

The Ancient Albatross and Enlisted Ancient Albatross designations are official Coast Guard titles set forth in the Coast Guard Awards Manual. They go to the aviator on active duty with the earliest designation date as a CG aviator and to the aircrew person on active duty with the earliest aviation A school graduation date, respectively. The Commandant of the Coast Guard presents the newly designated individuals with a permanent memento in the form of a handsomely boxed large medallion. Their names are then added to plaques displayed at Coast Guard headquarters. The names are also added to large trophies in the CG aviation exhibit at the National Museum of Naval Aviation at Pensacola, Florida, which were procured by the Ancient Order several years back with the aid of corporate donations from Sikorsky and Grumman. Your Order has traditionally supported Ancient Albatross and Enlisted Ancient Albatross transition ceremonies with remarks, certificates and financial support for receptions. Additional information and lineage may be found on the AOP website (www.AOPtero.org).



NEW DVD — FILMS OF VINTAGE RESCUE HELICOPTER DEVELOPMENT



The Ancient Order and Shoestring Educational Productions, Inc. collaborated to produce a DVD comprising films of rescue helicopter development from 1943 to 1952.

These rare films were collected by Ptero CDR Stewart Graham, USCG (Ret.), Aviator 114. They were only recently restored and preserved by transfer to digital media. Narrative comments by Graham and Sergei Sikorsky have been added.

This collection is a great companion to *Wonderful Flying Machines: a History of USCG Helicopters* (Naval Institute Press, '96) by Ptero Tom Beard, Aviator 1104, who served as historian on this project. The films run about 45 minutes.

DVD copies may be purchased by Pterodactyls from the Shoestring Educational Production website, (www.shoestringprod.org/ptero) at a discount using PayPal, MC or VISA.

See page 11 and back cover for an image of the CD face!





AVIATION TECHNICAL TRAINING CENTER (ATTC)

A Technical School and Petty Officer Academy

by Captain Gail A. Donnelly, USCG, CG Aviator 2202, Commanding Officer

Readers are encouraged to digest and appreciate this comprehensive programmatic overview of this vital unit at Elizabeth City, NC which provides outstanding training to outstanding Americans so that they become the outstanding aircrew members so necessary to the mission performance of today's CG Aviation. See pages 10-11 for a few photographs of training in progress...Ed.]

The Aviation Technical Training Center's ultimate goal is the safe and effective maintenance of the Coast Guard's aviation fleet. The quality of our graduates directly impacts the performance of our aviation resources today, tomorrow, and years into the future. This is a tremendous challenge to which we remain rigidly committed. To meet that challenge, we strive to ensure that each graduate meets the extensive requirements demanded by the aviation engineering leadership at our air stations across the nation.

Being an integral link in the Coast Guard's aviation team is a responsibility that we take seriously! Producing the best-trained mechanics and technicians in the nation requires us to align and improve our core activities to build the highest quality maintenance workforce. At ATTC, we train the best!

There are four core business activities of the Aviation Technical Training Center. First, three "A" Schools delivers resident technical training for aviation Airmen apprentices. Imbedded within "A" School is a leadership curriculum. "C" School provides in-depth aircraft or skill specific training for journeymen technicians ranging from PO3s to PO1s. The non-resident training involves the design, development and delivery of

non-resident course for all aviation ratings. The third business line is the design and development of PO2-MCPO service wide exams for the three aviation rates. The final business line is to provide human performance technology consulting relating to aviation workforce training. This article will focus on the technical side of ATTC's "A" Schools.

ATTC is a dynamic and constantly changing Technical College and Petty Officer Academy aimed at training and developing the next generation of professional aviation technicians. Initial training is conducted in one of three "A" Schools: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The first two schools last 20 weeks while the latter is 18 weeks in length. Students report to ATTC after completing the Airman Syllabus at a CG Air Station. During the Airman Program, they observe first hand what CG Aviation is all about. An integral part of the syllabus is working alongside mechanics or technicians in the rate they hope to master. They also learn aviation basics such as aircraft towing, washing, and fueling. Years ago, ATTC taught these basic skills taking valuable hours away from more complex experiences such as aircraft troubleshooting, systems labs, and metal shop. With the advent of the Airman Syllabus, ATTC has been able to delve deeper into the requirements of each rate, permitting the course length to remain the same while allowing students to accomplish more rating specific tasks.

The AMTs and AETs report Sunday to Thrun Hall in Elizabeth City,

North Carolina where they are assigned either one or two roommates. AST students report on Friday night allowing them to acclimate before beginning the rigorous program. AST students are assigned four students per room. Upon reporting, all students are instructed on barracks rules and inspection requirements. Thrun Hall is a circular building built in the 1960's, affectionately called "The Donut," and provides the very basic in barracks accommodations.

AET and AMT courses of instruction start Monday with several hours of indoctrination briefings and countless forms followed by a meal break. Following the break, students report in the ODU uniform and find themselves jumping right into the material. AST students start "A" School by mustering for a Physical Fitness test to determine if they are permitted to remain in the program. The test requires students to complete a 1 ½ mile run in 12 minutes, 500 yard swim in 12 minutes and complete 42 pushups, 50 sit-ups, 5 pull-ups and 5 chin-ups plus 4 underwater swims. If students meet these requirements they then go to indoctrination briefings. If they don't meet the In Test standards, they are disenrolled and returned to their units.

AMT "A" School

AMT's begin with Phase I which is the longest of three phases and lasts for nine weeks. Students find this phase the most challenging. If a student is going to encounter academic problems, it will be in this phase as students must absorb a large quantity of technical information, from mastering basic aviation metal smith skills to repair of



advanced composites. The graduation rate for AMT's is approximately 95%.

During the afternoon of day one in the AMT "A" School course, learning begins with Basic Aerodynamics studying about lift, drag, and Bernoulli's Principle. They study symmetrical and non-symmetrical airfoils and discover the impact of the angles of incidence and attack on the amount of lift an airfoil can produce. Phase I includes many areas to cover so students rapidly move onto Mathematics. For AMT's this is the hardest or at least the least favorite part of the program. It includes a review of basic mathematics and progresses to reading precision measuring equipment, essential to meeting the extremely fine tolerances required in aircraft metal and composite repairs.

In preparation for their work in the metal shop, students are taught shop safety procedures. Starting on the third day of the course, AMT's are in the metal shop where they spend 5 1/2 weeks perfecting the intricacies of basic aircraft structural repairs. They learn to identify and use tools such as pneumatic drills, squares, files and rivet guns. After making proper selections of metals and rivets to buildup lap and flush patches, students complete drawings to assure tight tolerances and actually fabricate basic repairs. Discerning instructors provide step by step instruction and oversight assuring each student is given the best opportunity to master the required skills. Students progress through a series of timed skill tests, presenting the students with a simulation of field-like time constraints before moving onto Forming and Bending, which again draws on those basic math skills. Next, students create a C channel constructed of two overlapping metal tracks which must nest together tightly and yet move freely. With

this challenge met, students learn about respiratory protection and try their hand at aircraft painting techniques followed by basic composite skin repairs. Phase I also includes nondestructive inspection and corrosion identification, removal and control.

Phase II is six weeks in length and covers aircraft systems. Using generic system diagrams, students begin to study basic aircraft systems. Instructors explain electrical systems such as generators, alternators and circuits including basic troubleshooting skills. Using state of the art systems trainers, instructors help students understand aircraft hydraulics, landing gear, oxygen, brakes, flight controls, fuel, fire detection and protection, and environmental control systems. Once tested on how systems work, students move onto troubleshooting these systems. Instructors introduce faults into the trainers and use Maintenance Procedure Cards and schematics to isolate the fault. The process is repeated for numerous faults enabling students to pull together theory and practical experience.

The final phase is often the best liked portion of the course. Phase III is five weeks long and focuses on aircraft engines, starters, ignition, gearboxes, rotor heads and propellers. Students enjoy learning about these major aircraft components. During this phase, students discover their class standing and make duty station selections.

AET "A" School

AETs begin the first of four phases with an in-depth study of electricity. Instructors use the 5 1/2 weeks to build a strong understanding of basic electricity and solid respect for electric and shop safety procedures. Next students tackle basic Mathematics. It includes a review of basic mathematics and progresses to operations with factors of 10^{-6} and decoding resistor color coding and tolerances which is an

essential part of understanding basic aircraft wiring. Next instructors diagram circuits and explain the difference between resistors placed in series and in parallel. Studying magnetic fields and electrodes, students begin investigating the nature of electricity and current flow. Moving forward, instructors take students through Direct Current (DC) and Alternating Current (AC) Fundamentals followed by lectures and exercises on solid state devices and transistors. Using state of the art computer programs, hands on circuit boards, and detailed schematics, students start building a foundation in electrical troubleshooting techniques.

One exercise times students in isolating system faults. Students are rewarded for completing the exercise properly, yielding the most efficiently effective repairs at the least cost. Students see that shotgun troubleshooting does not lead to success.

In Phase II, students spend the 5 1/2 weeks learning aircraft electrical systems. In-depth study of aircraft DC and AC generation allow students to see the internal workings of generators and alternators followed by the study of power distribution. Study also includes lighting, hydraulics, landing gear, fire detection/protection, anti-ice/de-ice, and indicating electrical systems. Prior to moving into the study of electrical inputs for flight control surfaces, AET students learn aerodynamic principles. They also study aircraft engine principles accompanied by starters, lubrication, and both fixed wing and rotor wing drive trains.

With all this knowledge crammed into their heads, students jump into the third phase which concentrates on communication and navigation systems. Communication theory includes understanding frequency ranges, transmitters, antenna



systems, and integrated avionics. Internal, short range, and long range external communications are next in the course. Aircraft navigation systems start with the basics such as direction finding, compasses and radar altimeters and conclude with complex radar, inertial navigation and global positioning systems. Finally autopilot and flight directors are taught. During this phase students select their desired duty station based on their class standing.

The final phase, Phase IV, is the shortest lasting only 3 ½ weeks. Students spend the majority of their time in the laboratory working on soldering connectors and building wiring harnesses. Avionics corrosion and aircraft wiring installation complete the course. The AET graduation rate historically hovers around 95%.

AST "A" School

Having completed all in briefings, AST students start the Rescue Swimmer phase of training. During this phase students will build on their fitness level on land and in the pool, interspersed with classroom work on survival equipment. Every day of the first week is intense and physically demanding. Students typically spend between five and six hours doing physical conditioning on land including running, pushups, chin-ups, and a host of strengthen exercises. After a meal break, they move to the pool for more conditioning. During most drills, the students swim with snorkel, mask, fins, and TRISAR Rescue Swimmer vests. All aspects of the physical training in the Airman syllabus and the AST course have been refined by experts in Fitness Training, permitting students to achieve the fitness levels required to assure their safety while conducting complex rescue scenarios at sea. During weeks two through seven, students are in the pool three days per week allowing rest and muscle recuperation. Classroom time is

spent learning everything from Personal Protective Equipment and Pyrotechnics to Leadership and Survival Training.

As conditioning standards increase, students begin learning basic rescue techniques, the use of the rescue basket, litter and strop. They learn how to untangle parachutes and rescue military aviators. Training scenarios are used throughout the swimmer phase to teach technique and expose students to various SAR situations. As a student is readied for a scenario, they are briefed on the situation such as "you are offshore where a boat with three people on board is rapidly sinking." A time constraint, simulating the aircraft's available time on scene, is briefed to the student. Jumping or being lowered from the jump tower, students enter the water and rapidly assess the situation. Keen judgment and calm demeanor are essential as instructors act the part of victims. The number of victims, number and degree of injuries as well as differing levels of panic are incorporated. Evaluations cover correct technique, an assessment of sound judgment, and completion within the time allowance. Interspersed with these evaluations are physical benchmark tests allowing students to continually push themselves to new heights without injury. During the eighth week, students are again in the pool every day, conducting numerous multiple victim rescues.

There is no doubt that the program is rigorous. The graduation rate for AST students is 57%. Those that leave the program fall into a few categories. First, there are those who simply determine the demands of the rate are too difficult and request to disenroll. Others come face to face with physical or mental limitations where they are unable to overcome fear or properly function under the pressure of timed rescue scenarios.

Others experience minor injuries and are disenrolled to permit them to heal before attempting the course again with another class. The number of students permitted the opportunity to enter another class is extremely limited and therefore reserved for only the very best candidates who simply need time to heal.

Once the eight week swimmer phase is completed, students spend most of their time in the classroom while conducting twice weekly pool fitness and rescue training. Sewing skills are mastered enabling the students to perform repairs on harnesses, parachutes, seat restraints, and other aircraft equipment. Students also focus on maintenance of survival and rescue equipment such as rafts, personal flotation, parachutes and dewatering pumps. Learning how to survive in various environments, students study about food, shelter, water, and signaling. They are also taught how to teach survival techniques to pilots and aircrew members.

With the classroom behind them, students again spend one full week in the pool bringing together all they have learned to best complete the most complex of scenarios. If students pass this major hurdle, they are scheduled for graduation and receive their duty station assignments.

The Aviation Technical Training Center's dedicated staff and impressive state of the art training facilities produce the best trained Third Class Aviation Petty Officers possible. AMT, AET and AST students gain knowledge and technical skills during their four month stay in Elizabeth City. ATTC's graduates are able to immediately contribute to the success of CG missions at Air Stations throughout the United States.



A TYPICAL PBM SEARCH IN 1952

by Ptero CDR Norm Horton, USCG (Ret.), Aviator 187



[During a recent phone conversation with Ptero Norm, one of the original four founders of the Order, I suggested our members would be interested in his many stories. He promptly responded with this tale "just for the hell of it" (his words). Incidentally, Norm received his wings of gold in December, 1943... Ed.]

This is a partial description of the kind of searches the CG did out of CGAS San Francisco in the '50s. On 12 January 1952, I was told to prepare to take a PBM-5G to Seattle to assist in a search for a vessel named "PENNSYLVANIA" in distress in severe weather some 700 miles northwest of Port Angeles. By mid day the crew was assembled and CGNR 84642 was fueled and ready. We departed SF Bay and headed north for NAS Sand Point, Seattle on airways.

Shortly after departure, we flew into solid IFR weather and remained on instruments all the way. The weather was not particularly rough so the ride was not difficult for the double crew. My log doesn't record the crewmen, but my other pilots were Verne Finks, John Lyons and a Whorton. The aircrew had two of every rate. I do not know why we were to operate out of Sand Point rather than Port Angeles, but the NAS had excellent facilities.

Nearing Seattle, Air Traffic Control turned us over to Sand Point. They tried to lay out a lighted path in [Lake Washington] but the boat with the floating lights caught a line in its propeller near the ramp. The ceiling was extremely low, but GCA was available for an approach to the water. With low ceilings throughout the region, we quickly accepted the GCA offer. The water

approach pattern was the same as a GCA to the runway except backed off about two miles into the lake. The approach was smooth except for a big bump up two miles from touchdown (GCA advised this was normal as we passed over a finger of land). The first light we saw was just before the keel touched the water. The ceiling was at or below 100 feet. The disabled boat and all the intended lights for a landing path were immediately visible near the seaplane ramp. We picked up the ramp buoy, were fitted with beaching gear and pulled up the ramp without delay. The ramp crew was amazingly efficient. I think it was well after working hours, and they were happy to end their day.

As soon as we were chocked, we began preparations for an early departure the next morning. As the crew refueled to full tanks, I went to the GCA trailer to thank that crew. I had thought there was something familiar about the talkdown on final approach. When I entered the trailer, I came face to face with the Navy Warrant Officer that had talked me down numerous times at Argentia, Newfoundland. Clearly a surprise, but that voice had given me confidence during our approach. My 25 months at Argentia taught me a lot about instrument flying and GCA's to both runway and sealane. I now knew I could get into Sand Point regardless of weather.

We took off before first light for the search area. IFR all the way. Communication with the CG Cutter on scene was simple, but visual contact was spotty. Given a search assignment by the On Scene Commander, we settled down for as much of a visual search as possible. Radar was in use continuously, but there were no productive targets. We caught a few glimpses of the

Cutter but that's all. We returned to Sand Point for another GCA and secured for the night having been airborne for 14 hours. We were then informed that a PENNSYLVANIA lifeboat had been found with no one on board and we were not required for further search.

The aircraft was due for a maintenance check before we could return home. Sand Point required that we enter the hangar with either full or purged tanks. So, we topped off. Our crew with Navy help did the check which still took a few days to complete.

We finally left Sand Point in VFR conditions, having filed IFR. We were vectored to Seattle Radio and thence, by our choice, to open water clear of mountains. We started to take on ice, and with all the fuel, we struggled to maintain altitude. The copilot's pitot tube heat failed, and it began to ice so we lost the CP's flight instruments. Ice formed in complete circles around the forward portion of the tube with small circles at the tip and larger circles going aft. Although I had flown in ice in other aircraft, especially in the PBY, I hadn't seen that phenomena before and never again. With mountains to starboard and fairly low land ahead to the ocean, ATC cleared us "direct at any altitude." We gradually descended on radar, and began to shed the ice. We saw the beach and headed over water for the next lightship south. We ultimately broke out in clear skies 50 miles north of San Francisco and recovery was routine.

Total flight time was only about 30 hours. Unfortunately, we did not locate PENNSYLVANIA or survivors. In retrospect, we were called upon too late.



MAIL

ANOTHER LONG ONE

[A short story about a long flight by a frequent contributor...Ed.]

While stationed at Sangle Point, I was ordered to pick up a replacement aircraft stateside. On 30 December 1950, we left CGAS San Francisco in PBY-5 CGNR 46599 for Hawaii. With max fuel, slowed by unforecast head winds for the last third, we landed at Barbers Point after 18.7 flight hours. After half that time on instruments and mostly at night, the Barb Pt runway sure looked good that morning.

Ptero Bob Adamson, Aviator 205

...FROM A/S BARB PT

Aloha. As many are aware, Albatross HU-16E alias G-111 formerly CGNR 7249 currently flies the Pacific as Billa-bong Clipper. I seek stories and info about 7249. Any and all data regardless of duty station will be greatly appreciated. I'll edit for good taste. Please contact me directly at (808) 682-2786, FAX (808) 682-2778 or at (Harry.L.Greene@uscg.mil). Mahalo.

Ptero LT Harry Greene, Aviator 3604

A HOUDY FROM HOUSTON

I am...a recent affiliate of your fine organization...may we, Auxiliary Flotillas assigned to CGAS Houston, use PTEROGRAM materials for our newsletters?...we constantly look for relevant materials, and your publication could be a saviour.

I was particularly interested in...the letters from Mobile, Houston and New Orleans CO's...I also found [on the AOP website] the article about USCG in Vietnam to be one we want to publish...we will include a membership application for the AOP in our first issue and encourage membership.

Ptero Doak McBride, CG Aux. Air [Of course, permission was promptly communicated along with other information...Ed.]

Four Curtiss HS-2L's were operated by the CG's infant aviation service to search sea lanes off the Virginia and North Carolina coasts assisting in location of vessels in distress. It's range was 575 miles, cruise speed 69 knots. Service ceiling 5000 feet. 1920-26. (From the extensive and ever expanding A.O.P. aviation history website — uscgaviationhistory.aoptero.org/ created and "webmastered" by our own Ptero Gib Brown)

HH-52 INFO NEEDED

[This isn't so much a single mailing but excerpts from emails on a subject that should pull at the heart or rump of Seaguard pilots and, hopefully, result in loads of useful data...Ed.]

Some of this is old news [see earlier Sitreps]. The plan is to restore two of three HH-52's recently retrieved and now at Elizabeth City to museum ready condition for display, the first hopefully at the new Smithsonian Museum at Chantilly, VA, adjacent to Dulles Airport, hopefully very, very soon. Maybe the second one will rest at a new CG Museum in Connecticut.

The airframe numbers for potential display are 1382 and 1392. 1425 will be used for parts.

We need to collect as much information as possible on 1382 and 1392 to aid museum curators. Please review your logs and email any information to me as soon as possible at (robtjohanson@aol.com).

Ptero RADM (Ret.) Bob Johanson, Aviator 869

[If you don't have a computer, mail it to the AOP, attention HH-52 info...Ed.]

SPEAKING OF INFO...

[Our diligent aviation history committee members have labored long and hard seeking to compile and publish on our aviation history website (see the above for the address) a Hall of Honor listing high level aviation awards. Substantial progress has been made (see the website), but the lack of other accessible information data on citations prompted our initiative. Here follows a recent request from our ancient history webmaster and other information about the website...Ed.]

We are getting more and more inputs from former CG aviators and others, but we really want to gather the cita-



HS-2L

tions for any medals with and above the Silver Life Saving Medal. Photo copies of citations may be sent to me or to Ptero Chuck Hahn [Aviator 751] by email or postal mail:

Capt Charles Hahn, USCG (Ret.)

616 Sea Castle Ct.

Wilmington, NC 2842

chahn0000@charter.net

Cdr G. E. Brown, USCG (Ret.)

2018 Trail Creek Circle

Twin Falls, ID 83301

gibbrown@cableone.net

We are in the process of selecting the "Top 50" photos from our site and having them available on a CD. Also, we are processing digital video of several historical helicopter events and will feature them on our website.

By the way, site usage is up nearly 18% from last year and is steadily climbing.

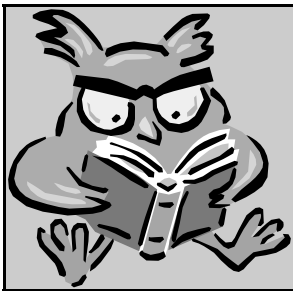
Ptero Gib Brown, Aviator 795

CADET UPDATE

[Here is a brief excerpt from a recent CGA Cadet Aviation Club update...we continue to support the club financially and with encouragement...see page 11 for a photo...Ed.]

The club has had quite a year...looking good with leadership and possibilities...5% of graduating classes go direct to flight training...as for summer programs, third classmen [second year] spend one week at either CGAS Elizabeth City or ATC Mobile...this year, 10 first class [seniors] to on an aviation internship which includes 6 weeks on a Cutter, 3 weeks at an air station and 3 weeks of flight school aimed at their soloing...thanks for your continuing support.

Cadet 2/c Jarred Hinton, President



SO OTHERS MAY LIVE: Coast Guard Helicopter Rescue Swimmers, Saving Lives, Defying Death

(Foreword by Tom Ridge)

by CDR Martha LaGuardia, USCGR

[Sitrep 1-06 announced this great book as "soon-to-be-released."

Here is a review of an early release by our Prez, George Krietemeyer... note that orders for the book, at a discount, can be placed through our "store" on page 19. Copies will also be available at the Traverse City roost...Ed.]

Commander LaGuardia more than earns her stripes with an extremely well researched and documented book describing the inside story of how and why the U.S. Coast Guard jumped into the rescue swimmer business. I strongly suggest keeping a towel nearby to wipe off the salt water after each rescue is described.

Her research starts in the early 70's with SARWET teams – early pilot programs testing concepts of improved rescue capability using specially trained crewmembers in helicopter operations. She names all the people who put their ideas forward and tested the concepts. Most of them are PTERODACTYLS –the rest of them surely ought to be!!

The author then describes the full story behind congressional "guidance" accelerating efforts to get a full fledged Coast Guard rescue swimmer program underway. I happened to be Chief of Training at CGHQ at the time and played a small part in focusing attention on this effort.

Once the reader is introduced to a full understanding of the background, Martha expertly guides us through the next 20 years with exciting and well written

examples of some of the hairiest rescues our crews have accomplished. Once again, she names the people and describes their heroic efforts on a case-by-case basis. Many of you will know these people!

This is a book which will delight history buffs and adventure seekers. Her writing style is action oriented. A MUST READ for military types and those "with a liking for the sea and its lore."

Proud Coasties can get this book hot off the press through our PTERO STORE (see page 19). Be the first one on your block to get one.



BURY US UPSIDE DOWN

The Misty Pilots and the Secret Battle for the Ho Chi Minh Trail

[Reviewed by Ptero Jim Loomis, Aviator 1179, inducted into the CG Aviation Hall of Fame at the 2005 roost for extraordinary and heroic airmanship in Southeast Asia in the late 1960's. Space required editing out some of Jim's really good writing about this book from the viewpoint of one who was there. His mention of Nixon, Butchka and Ritchie are significant since they, like, Jim were among those who served so well in SE Asia as CG aviators and who we honored last year...see Sitrep 3-05...Ed.]

37 years is a long time to hold a grudge. Who could be the object? Marion Morrison, that's who. That's right, John Wayne. What does it have to do with this book, let alone the CG?

Don Shepperd, retired USAF MGEN, with co-author Rick Newman, chronicles in remarkable detail the short but illustrious history of the Mistys, a top secret, all volunteer, squadron that partied hard, parked their planes in South Vietnam, and flew elsewhere. This book brings these guys to life, including those who sadly paid the ultimate price. Who were these Misty guys? Hard charging macho fighter jocks, flying the F-100F on missions so dangerous their tours were limited to sixty missions, or four months, whichever came first. Their primary operating

area was the heavily defended Ho Chi Minh Trail, North Vietnam's pipeline to the South for manpower, machines and munitions. It was frustrating, not to attack the enemy, but to ferret them out and direct more heavily armed attack.

The F-100F, or affectionately nicked Hun, was a tandem seat version of the Korean war vintage supersonic single seat F-100 fighter/bomber. An aircraft of choice for real men. The reader can almost feel the G forces as the front seat pilot, to present a more elusive target for all manner of antiaircraft and SAMs, yanks and banks his Hun through perilous low altitude, high speed runs, constantly in harm's way. One can also empathize with the guy in the back (they swapped seats on alternate missions) who has to grin and bear it. The website www.mistyvietnam.com website presents a meticulous database of all 157 pilots who served. Cross reference the database to determine each Misty's fate, whether he lived to fight another day or if he was shot down, and if so, whether he was rescued, became a POW, or suffered the worst fate of all.

CG aviation shares a special relationship with Misty history. On 17 August 1968, Lonnie Mixon, piloting an HH-3E Jolly Green, executed a classic Coast Guard type open water landing rescue of Misty Dick Rutan (of non-stop around the world flight fame). With one slight twist; they were in range of North Vietnam shore batteries during the pickup. Then there was 24 October 1969. My squadron mates, Dick Butchka and Rob Ritchie, performed heroic rescues on yet another Misty SAR along a particularly gnarly section of The Trail, a mission well documented by Ptero Bear Moseley who didn't relate that on that day, yours truly, instead of being on duty, was ensconced in the Da Nang base theater (this was the Air Force, remember), watching a matinee performance of "True Grit," starring of course, none other than The Duke, his own self, thus denying what might have been for me and for us a really sweet Coastie "hat trick".



[See page 11 and back cover for an image of the book covers...Ed.]



NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

The following pilots have been designated as Coast Guard Aviators and have been provided with a first year dues-free membership in the Order. 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 Pterodactyl 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 a multitude of active duty awards, memorials and CG aviation history-preserving-projects. **Happy Landings, and again, Welcome Aboard!!!**

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
3808 Stanley Robinson	North Bend	3816 Alexander Barker	Humboldt Bay
3809 John Hess	Clearwater	3816A Mark Wyckoff	DCA
3810 Jeffrey D'Aigle	Atlantic City	3817 Randall Black	Sacramento
3811 Armell Balmaceda	Corpus Christi	3818 Bryan Coffman	Miami
3812 Lance Leone	Elizabeth City	3819 James Willingham	Savannah
3813 Justin Cassell	Sacramento	3820 Benjamin Sparacin	Corpus Christi
3814 Lisa Aguirre	Barbers Point	3821 Israel Young	Sacramento
3815 Nathan Kendrick	Savannah	3822 Daniel Hurd	Clearwater
3815A Derrick Lehr	DCA	3823 Michael Darrah	Barbers Point



A commentary from your ancient editor. Our lame duck Prez kind words about Pterogram on page 2 are appreciated. He and I have been close in the AOP cockpit. But I don't think we can utter too often or too loudly that museum exhibits and books and websites and awards and many other initiatives visibly and daily promoting CG aviation and its history would not be happening if it were not for our dues paying members, if it were not for the very existence of our organization and the relatively handful of volunteers doing the work. We think the work is important. Let's all find ways to contribute, by paying our dues, by talking up our value, especially to active duty air men and women we encounter, and staying open for other ways to help.



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- ☐ Ptero Coin \$ 5 (\$20/5 coins)
- ☐ So Others May Live* \$ 25

*New

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- ☐ USCG Aviator
- ☐ USCG Aircrew
- ☐ USCG Flight Surgeon
-
- ☐ Exchange Pilot

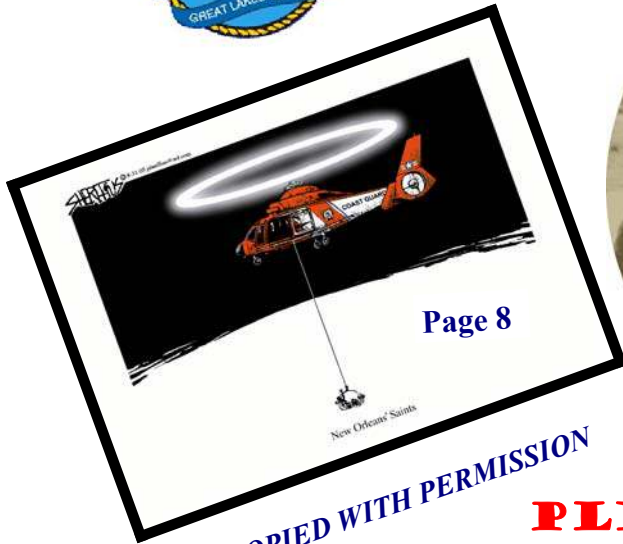
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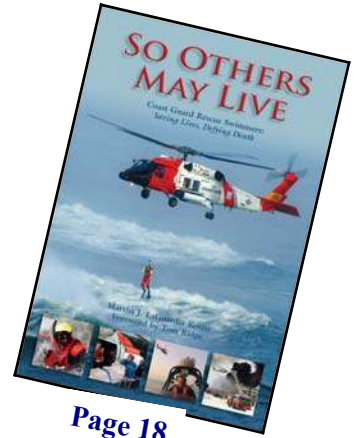
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