



PTEROGRAM

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

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

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Sunny San Diego Selected as Next Roost Destination



Our 39th annual gathering honoring the CO, Ptero CAPT Jonathan S. Spaner, Aviator 3273, and the men and women of Sector/AirSta San Diego will be from 1-4 October! The Roost Committee Chairman, Life Ptero Frank A. Leamy, Jr., (P-2820) Son of RADM Frank A. Leamy, aviator # 40, and his small but dedicated group of Pteros is planning a memorable Roost that will be in contention for the best gathering ever because of the location and all the interesting events planned.

The Roost dates were chosen to coincide with Fleet Week so we can visit the huge air show they have every year. Who can resist watching the Blue Angels? A trip to the USS Midway Aircraft Carrier Museum is planned and other events too numerous to mention at this early date.

Please see page seven for hotel information and registration details. See what the hotel has to offer at their website:
<http://www.sheratonsandiegohotel.com/>

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 2015, 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.

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A Message from 1777 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: I hope you all had a great holiday season.

Your Coast Guard Aviation Association has been busy this fall.

We made significant progress with respect to the Phoenix Project. The CG 1426 was identified as the aircraft to be restored and hung at Udvar-Hazy Air and Space Museum by April of 2016. Bob Johanson coordinated closely with the active duty Coast Guard. I am confident that we will get the aircraft relocated from Van Nuys, California to Elizabeth City, North Carolina and restored to Smithsonian standards within the available time.

John Currier engaged with the active duty Coast Guard with respect to the Centennial of Coast Guard aviation. His article in this "Gram," tell all, so I will not comment further. Thank you, John, for taking on this challenging task.

We sorted out the contractual details for the 2015 Roost in San Diego California. Details are addressed in this "Gram" also. Jay Crouthers and Terry Sinclair, plus others, deserve great credit for working through a myriad of difficult issues to get this Roost moving. I believe it will be a great one. Notably, the Blue Angels will be in town that weekend.

Dana Goward, who also serves as the Chairman of the Board for the Association for Rescue at Sea, reviewed and revised our By Laws to be legally compliant to raise the amounts of corporate funding we seek going forward. We will present the new By Laws for approval by the membership at the Business Meeting in San Diego.

Our Executive Director and Treasurer, Ben Stoppe, filed the Association's 2014 taxes. This is no small task. Thank you, Ben, for your personal diligence and dedication to keeping the Association books straight.

Our Executive VP, Mark D'Andrea, polled our Executive Board to determine who, if anyone, on the Board wanted to relinquish their position. We have one crucial position that needs to be filled in 2015 – the VP of Corporate Development. Many thanks to Frank Genco for being part of the team in 2014 and 2015. If you are a skilled fund raiser, and have an interest in helping, please let, Mark, Ben or me know.

The Executive Board considered and ultimately rejected, for the time being, the idea of making the acquisition of a flight simulator device with motion for the Coast Guard Academy a project for the Coast Guard Aviation Association. We chose not to act at this time because of the uncertainty associated with our potential expenses for the Phoenix Project and the Centennial celebrations. For now, the CGAA will leave that project to the Coast Guard Academy Alumni Association and Coast Guard Foundation

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

Jim Van Sice, Ptero 1777

Taps

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

Malcolm R. Smith, 1189, 11/27/14

Irene Baker (spouse of Ptero Joseph Baker, 2511), 10/29/14

Joan White (spouse of Ptero William White, 756), 12/8/14

Kay Toulouse (spouse of Ptero George Toulouse, Deceased), 12/__/14

Robert E. Livingstone, 252, 11/8/13

Beverly H. Polant (spouse of Ptero RADM Ron Polant, 879), 12/24/14

William H. Rollins, Jr., 1117, 1/9/15

Old Coastie

The rain was pouring and there was a big puddle in front of the pub just outside McCord AF Base. A ragged old CG Aviator, wearing his Winged ball cap, was standing near the edge with a fishing rod, his line in the puddle. A curious young AF fighter pilot stopped and asked what he was doing. 'Fishing,' the old guy simply said. 'Poor old fool,' the AF officer thought and he invited the ragged old CG Aviator into the pub for a drink. As he felt he should start some conversation while they were sipping their whiskey, the haughty fighter pilot asked, "And how many have you caught?" 'You're the eighth,' the old Coastie answered.

C-27J Asset Project Office Commissioned



C-27J Asset Project Office leadership gathered to mark the new unit's commissioning June 25, 2014, at Elizabeth City, N.C. Pictured are (from left) LCDR Dan Lanigan, aviator 3630, flight safety and standards officer; CAPT Shannon McCullar, aviator 3126, CO; Ptero CDR Pete Beavis, aviator 3410, XO; LCDR Ken Bethea, aviator 3549, ops officer; and LCDR Jess Behera, EO. USCG photo.

Among the C-27J APO's responsibilities will be development of CG-specific operational and maintenance procedures, training plans, technical manuals and crew duties. The C-27J APO is also leading efforts to obtain airworthiness certifications for the aircraft, 13 of which are currently being

The CG took a step toward introducing the C-27J into its medium range surveillance fleet with the commissioning of the C-27J Asset Project Office (APO) at Elizabeth City, N.C., June 25, 2014.

The C-27J APO's primary mission is to provide a purposeful, sequential plan to incorporate 14 C-27Js into CG operations. The aircraft are being transferred from the U.S. Air Force as required by the National Defense Authorization Act for Fiscal Year 2014.

stored in a preserved status with 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base in Tucson, Ariz.

The C-27J APO and the AF are monitoring original equipment manufacturer efforts to address remaining items prior to delivery of the 14th and final C-27J to the U.S. government. Following acceptance by the AF, this aircraft is scheduled to be transferred to the CG later in 2014 and will serve as the CG's

initial training aircraft.

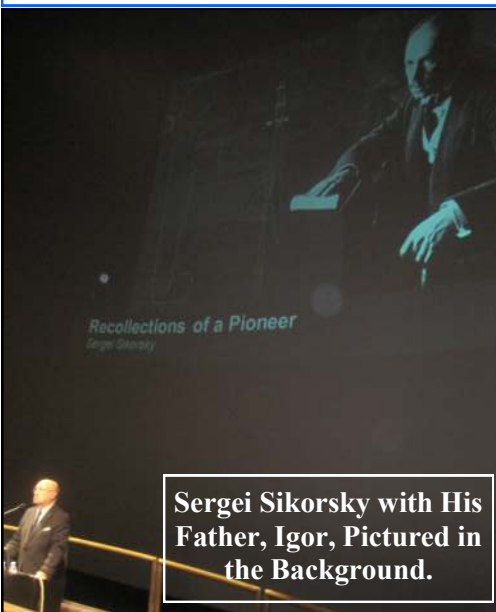
The C-27J APO will develop a logistics program, including acquisition of spare parts and plans for training devices. Test and evaluation plans will be developed and executed by the C-27J APO as the project transitions from acquisition of the base aircraft to the missionization stage. As originally delivered, the C-27Js are outfitted with weather radar and communications equipment designed for transport missions, but no specialized components such as surface search radar and electro-optical/infrared sensors.

The C-27J APO was located in Elizabeth City to leverage resources already available at the Aviation Logistics Center, including training expertise from the Aviation Technical Training Center, engineering and maintenance talent, administrative support and facilities and supply. The APO staff includes 56 military and civilian positions that are in the process of being filled. Initial training of C-27J pilots and loadmasters has already begun in anticipation of receiving the first aircraft.

The C-27J will join the HC-144A Ocean Sentry as part of the CG's Medium Range Surveillance Aircraft fleet. The C-27Js will be instrumental in helping the CG fulfill its maritime patrol, drug and migrant interdiction, disaster response and search and rescue missions more effectively.



Ptero Sergei Sikorsky, P-3289, Speaks at National Air & Space Museum By Ptero Steve Goldhammer, Aviator 1207



Sergei Sikorsky with His Father, Igor, Pictured in the Background.

On 20 November, Ptero Sergei Sikorsky was the guest lecturer to an audience over 300 people (including several Pteros) at the 2014 Fall General Electric Lecture Series at the National Air & Space Museum in Washington, D.C. His topic was 'Sikorsky—Father and Son on Helicopters.'

Sergei commended General Electric for sponsoring this lecture series and said that '...they put out some [See 'Sergei' on P. 4]

Ptero Prez RADM Jim Van Sice (L), Aviator 1777, Presents CGAA Hat and Patch to Sergei while Pteros Ben Stoppe, Aviator 1646, and RADM Bob Johanson, Aviator 869, look on (not pictured: Pteros Larry Hall, Aviator 1923, and the author).



'Sergei' FROM 3

damn fine engines!' Sikorsky plans to continue using G.E. engines in their future helicopters. He said that 'If the pilot is the brain of the machine, the engine is the heart.' He recalled a quote from Jules Verne that his father, Igor, related to him at an early age: 'Anything that one man can imagine, other men will make real.' That was the basis of Igor's search for the perfect flying machine. Igor built his first helicopter in 1909 in Kiev, Russia. Alas, it didn't have an engine. Igor said 'It wouldn't fly, but, other than that, it was a good helicopter.' So, Igor turned to building aircraft. Sergei said that, in the early days, it was thought that no aircraft weighing more than 2,000 pounds would ever fly. Igor set out to disprove that. He designed a four-engine aircraft, with an enclosed cockpit, capable of carrying 12 passengers. Its first flight was in 1913 and, in 1914, it became the first Imperial Russian Air Force bomber.

Sergei's first flight was when he was about eight years old while sitting in his father's lap in an S-38 seaplane. This year is the 75th anniversary of Igor's first helicopter, the VS-300, and the 125th anniversary of Igor's birth. About the VS-300, Igor said that '...the vibration was fierce, control was marginal, and stability was non-existent.' Sergei said he was a VS-300 'grease monkey' and he spent many hours maintaining it after each flight. The VS-300 had several pilots, including Charles Lindberg, all trained by Igor while standing next to it on the ground while the trainee was hovering the helo. The VS-300 accumulated 102 hours and 32 minutes of flight before it was retired. Another of Igor's sayings was that '...the reputation of a helicopter is because of the people who fly them and maintain them, not the manufacturer.'

Sergei thanked us for the opportunity to revive and remember some wonderful memories.



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Rescue Swimmer Display Dedicated to Victor Roulund

By CDR Gary M. Thomas, USCG (Ret.), Executive Director,
Foundation For Coast Guard History

On 15 December, the lobby of the USCG's new Rescue Swimmer Training Facility at the Aviation Technical Training Center in Elizabeth City, NC was dedicated to Aviation Machinist's Mate Victor Roulund. Ptero CAPT Dana Goward, USCG (Ret.), Aviator 1825, reports: "I was privileged to represent the CG Aviation Association and speak at the dedication ceremony for the lobby displays at the rescue swimmer school. The event was attended by about 100 people, including 5 or 6 members of Victor's family, and a number of retirees. There was also good representation from the young Coasties teaching at and attending the school. We have too few professional heritage events in the CG, and it was a great pleasure for me to be able to attend and speak (I created, advocated for, and finally got the first funding for the rescue swimmer program when I was a LT in headquarters in the 1980's). During my talk, I focused on the long, but steadily improving, road from Victor's exploits in Yuba City, to using untrained co-pilots and radiomen at the end of the rescue hoist, to efforts by individual air stations to train and maintain swimmers, and finally, the establishment of a service-wide program. And how, even then, creating and implementing the program wasn't easy. I remember when I was advocating for the program I had created on paper, one aviator admiral's finger poking my chest and him saying, "Lieutenant, you don't understand - we take people out of the water, we don't put them in." After the ceremony, we were all given a tour of the facility, a rescue demonstration by the students, and we saw the "dunker" (emergency underwater escape trainer) in action, before a reception."

For those of you who don't know of Victor Roulund, here's the citation to accompany his award of the Distinguished Flying Cross:

"For extraordinary achievement while participating in aerial flight during the early morning of 21 December 1955, as crew member aboard a CG helicopter engaged in the rescue of men, women and children during the flood disaster at Yuba City, CA. With full knowledge of the dangers presented by the raging

flood waters and darkness, Roulund displayed outstanding initiative and skill while serving as crewmember and hoist operator for twelve consecutive hours. On one occasion, Roulund was lowered with flashlight and axe to the top of a house trailer where he chopped a hole in the side to rescue a trapped, invalid woman. Although his knees were rubbed raw and his hands lacerated from the arduous task of lifting and pulling the rescued persons into the helicopter from the hoist rescue basket, Roulund persisted in his efforts until relieved. His judgment and clear instructions in guiding his pilot during hoist operations greatly contributed to the successful rescue of sixty-six persons, and his expert airmanship, dauntless valor and unwavering devotion to duty reflect the highest credit upon himself and the USCG."

If you want to learn more about Victor Roulund and his exploits or that of the rest of the crew of USCG helicopter 1305 during Northern California floods during Christmas of 1955, you can read about him in Dr Doug Kroll's (one of our FCGH Regents) recounting here:

<http://hellgatepress.com/sites/hellgatepress.com/files/Pages%20from%209781555717193.pdf>

CDR Ben Stoppe, USCG (Ret.), CGAA Executive Director, also reports: "The CGAA is establishing & sponsoring (at the request of an anonymous donor), a lifetime achievement rescue swimmer award that will be named the "Victor Roulund Rescue Swimmer Lifetime Achievement Award." The first awardee(s) has (have) not yet been selected. The award & its award criteria are currently being developed by a small committee of CGAA members. We hope to have the first award presented sometime in 2015."

[See *Rescue Swimmer* on P. 19]



ATTC CO Ptero CAPT Charles Hatfield, Av. 2923, addresses the audience as Pteros Dana Goward, Av. 1825 & Larry Farmer, P-2898 look on.

Ancient Albatross #24 Letter to Pteros

By Ptero RADM Jake Korn, Aviator 2209



Bob Powers Photo

Happy New Year! I hope everyone enjoyed the holiday season. As we start 2015, I thought I would take the opportunity to provide an update on the state of Coast Guard Aviation.

First, in a project near and dear to the hearts of all Pteros, plans to get HH-52 CGNR 1426 for the Phoenix project involving a trade for an HU-25 are moving along. The HU-25 has arrived in Van Nuys and the 1426 should be trucked across the country in the next couple of months. The CG's Integrated Project Team, headed by CAPT Sal Palmeri in CG-41, is determining the best means to complete the project, and includes an option to transfer the aircraft to the CGAA, which could then facilitate restoration for display in the Smithsonian in time for the 100th anniversary of Coast Guard aviation. Incidentally, I have a fond place in my heart for the 1426 with over 420 flight hours in that aircraft, all at Air Station Houston.

C-27J plans are moving along. There are now two at the Asset Project Office (APO) at Elizabeth City, with a plan to get a total of 14 to fill out the Medium Range Surveillance fleet along with the 18 HC-144s in service or on contract. As part of the deal with the Forest Service, we are helping them prepare C-130s for firefighting duty that includes two roll-on, roll-off Mobile Air Firefighting Systems for their use by the end of April 2015.

The CG currently has six C-130Js, with an additional 3 on order. Two aircraft will be delivered in FY15, although they will not be missionized. The target number of C-130s is TBD.

We are planning to replace proprietary mission system software in both the HC-130s and the HC-144s with the next generation of the Ocean Surveillance Initiative, a system developed by Johns Hopkins in concert with NAVAIR and in use by CBP. The next generation is known as Minotaur and should provide both operational and support benefits.

Aviation Safety is working with the Joint Service Safety Council to modernize the language and update the Joint Mishap Analysis Plan. This plan was last used during the joint investigation with the Marine Corps on the midair collision between a Marine Corps Helicopter flying in a flight of four and the 1705 off of San Diego in 2010. Seven Coast Guardsmen and two Marines perished in that accident.

The MH-65 fleet is starting the transition to the Echo model, the last segment in a series of planned upgrades. The Echo upgrade will completely modernize the cockpit by integrating the Common Avionics Architecture System, known as CAAS, which is similar to the system installed in the Coast Guard's MH-60T aircraft. This will be a five year process and, unlike other segments of the project, involve a 3-week transition course at ATC Mobile for all pilots.

The Coast Guard had planned to close two air facilities in Newport Oregon and Charleston, South Carolina this year. Late action by a bipartisan group of Congressmen and Senators reversed that plan a short while ago. This decision will make the Echo transition logistically more difficult. The four aircraft that would have been freed up were being counted on as pipeline aircraft, so there will be some operational impact to support the extra training and install time.

The budget outlook for the next several years is not favorable. The vast majority of acquisition funding has been applied to recapitalize the cutter fleet. The eighth and last National Security Cutter will be funded this year and the 5th, CGC Hamilton, was placed in commission last month. Eleven Fast Response Cutters have been delivered and an additional 13 have been ordered. The Offshore Patrol Cutter contract is expected to be awarded in FY16. This project is for a total of 25 ships and will require a

substantial piece of the acquisition budget for many years.

Plans for the next major aircraft acquisition will begin in the near future. Based on current life limits, both the MH-65s and the MH-60s would need to be replaced beginning in the late 2020s. The feasibility of service life extensions and/or acquisition of lower time airframes will be investigated in order to phase rotary wing replacement, and enable another 10 years (approx) of in-service life for both fleets.

Finally, both Master Chief Ferreira and I will be retiring this coming summer. CG-711 has started the process to identify our successors and to plan the Change of Watch ceremonies. I will keep you informed as this process proceeds.

All the best,
RADM Jake Korn



Annual 'Cosmic Air' Reunion Coming Up

The annual CG Air (AKA 'Cosmic Air') reunion will be held from 17-22 May at the Silver Legacy Hotel/Casino in Reno, NV. Rooms are available at \$78.97/night which includes all resort fees and taxes. For reservations, contact the hotel at 1-800-687-8733 and request group code USCG15. Cost of the banquet is TBD, but should be close to the previous cost of \$42.00.

For further info or a sign-up sheet, contact Roger Schmidt, rogngina@sbcglobal.net (925) 548-3256, or Linda Ethridge LEther7294@aol.com. Note that the dates are one day later than in the past. The event begins on Monday with the banquet on Wednesday.



Coast Guard Aviation Centennial Planning is Underway

As the Centennial of Coast Guard Aviation approaches in 2016, the Pterodactyls will take a lead role, in close cooperation with our active duty brethren, to ensure that the proud legacy of those 100 years is appropriately honored. Our mission is:

"To celebrate 100 years of distinguished aviation service by the men and women of the United States Coast Guard through public education, widely attended events and unit based functions, all oriented to the celebration of Coast Guard Aviation's unique contribution to our Nation's wellbeing."

From humble beginnings, the achievements of our pilots, aircrew and supporting troops have become the stuff of legends. Our heritage started with Coast Guard aviation pioneers, winged at Pensacola alongside those of the Navy and Marie Corps, forging the pathway for thousands to follow. Elmer "Archie" Stone, who was Naval Aviator #14 and Coast Guard Aviator #1, lent not only his flying abilities, but also his engineering talent as steam catapults were developed, permitting Naval aviation to go to sea as a potent combat force. His best-known exploit, of course, came as pilot of the NC-4 with a daring crossing of the North Atlantic in a day when navigation was rudimentary and flying machines notoriously unreliable. Our early history is uniquely chronicled by Ptero Bob Workman in his epic, "Floatplanes and Flying Boats," a must read.

Well, we've come a long way since those days, with countless additional contributions to Naval Aviation ranging from fixed wing seaplane development, to the birth of rotary wing machines as practical lifesaving tools, to the design of advanced techniques in aerial search and rescue and law enforcement, culminating in space flight. None of this has come easy, and many lessons were learned in blood. But progress has been continual and today we stand proud, men and women whose efforts have mattered greatly in the lives of others.

With this rich heritage, it is incumbent on those of us who are able, to ensure that our hundredth year is celebrated, our pioneers and other heroes honored and the stage set for our next century.

With 2016 fast approaching, efforts are underway to ensure that our celebra-

tion is meaningful and fitting, focused on those things that can be done, and resourced adequately. To that end, I volunteered to coordinate the Pterodactyls' plans and activities for the year 2016.

We plan to commence Centennial activities on January 22, 2016. Which is the birthdate of Elmer Stone. Our celebration will culminate at the Pterodactyl Roost planned to be held in Mobile (October 2016) with the cooperation of the command at the Aviation Training Center. This will be the homecoming event. Throughout the intervening eight months, we will sponsor a variety of events and activities in close cooperation with CG-711 and local air stations. These potential/suggested events and activities include:

Mobile exhibit to travel to AirStas and events.

Commemorative events at each AirSta.
Develop commemorative materials (tee shirt, glossies, patch, etc.).

Elmer Stone birthday celebration.

Focus on 2016 Roost at ATC MOB.

CG Aviation 100th postal commemorative stamp (USPS).

CG Aviation Centennial video production in cooperation with CG-711.

CG 100th Website development (transition to permanent).

Site CG "Out of the Blue" display.

Coordinate with delivery of HH52A 1426 to NASM.

Sponsor essay contest for current and former CG aviators. Three levels of cash prize. Coordinate publishing winning essays.

Congressional recognition and participation.

Arlington ceremonies remembering our fallen.

Engage ANA, Naval Aviation Museum, NASM, etc. to highlight CG Aviation 100th

Produce educational material for widespread dissemination.

Coordinate with Al Roker for a spot highlighting CG Aviation on TODAY and other national media outlets.

Video spot from Stew Graham.

These activities must be well planned and resourced, a task well beyond the abilities of any individual or small group. Accordingly, we will form an

organization of volunteers to accomplish those essential tasks related to the Centennial Celebration. Organizational meetings have begun, but the overall effort has not gelled. Obviously, the next year will race by so there is precious little time to waste. In Figure 2 [See P. 20...Ed], please note the sub-committees required to pull disparate efforts together, organize them, provide focus and garner resources.

I am looking for serious volunteers, with a penchant for action, to help staff the sub-committees. If you would like to step up, please contact myself, Jim Van Sice or Ben Stoppe and let your wishes be known. The sub-committees, with designated leaders, should be up and running by 1 April. In advance, the activities list will be finalized and fundraising efforts begun. Contributions to the Centennial celebration will be channeled through the Pterodactyl organization owing to our 501c3 status. By the way, if any of you is an attorney and would like to serve as a general legal advisor, that would be greatly appreciated.

Once the sub-committees are stood up, we will establish a communications battle-rhythm to ensure that regular updates are provided and efforts closely coordinated. There is a broad range of suggested activities. We must focus to ensure adequate planning, resourcing and executability. We will post progress information online and through the Pterogram.

The Pterodactyl organization is a highly talented and passionate group; our dedication to Coast Guard Aviation is hallmark. This project presents us the opportunity to honor our legacy, celebrate where we are today and to ensure that our community remains strong and vibrant. I ask that you volunteer to this most worthy cause; I guarantee that it will be hard work, rewarding and fun.

Please feel free to contact me directly at jpcurrier1@gmail.com. With questions, or preferably to volunteer!

Respectfully,
John Currier, VADM, USCG (ret)
Aviator #1877
Ancient Albatross #23



2015 Roost Hotel Info



The Sheraton Hotel is an absolutely beautiful venue for our Roost; we will be in the Bay Tower and our Hospitality Suite will be on the top floor with a fabulous view. Call **877-734-2726** or, if you prefer, you can always go to the Ptero website and use the link there to book your hotel room or use this address: <https://www.starwoodmeeting.com/>

[Book/CoastGuardAviation .](#)

Please make your reservations quickly because we have limited space at the special "CG Aviation Association 2015 Roost" rate of \$139 per night, double occupancy (normally \$206). Mention CGAA 2015 Roost to get that rate. Our special rate is guaranteed 3 nights either side of the Roost dates.

Remember, we are Roosting in Southern California where the weather is almost guaranteed to be perfect but they also have some of the highest prices/taxes in the nation. The cost will be a little higher than normal, but you can bet it will be worth it. So why not plan now to arrive on Thursday, the 1st and stay all the way through Sunday (easier to fly out Monday anyway) so you can enjoy all the fun things to do without rushing to leave. You won't want to miss the special treat planned for Sunday afternoon.

Navy League Foundation Scholarships Available

The Navy League Foundation awards scholarships to high school seniors who will attend college in the fall of 2015. Scholarships are available only to children and grandchildren of former members of the Sea Services and those currently servicing as well as members of the Naval Sea Cadet Corps. Presently, the Foundation has 25 endowed scholarships. Scholarships are awarded for four years and provide \$2,500/year.

For more information, please contact Stacy McFarland, Staff VP, development and Programs, at 800 356-5760 or 703 528-1775, or via email at development@navyleague.org.

If you have questions, please email scholarships@navyleague.org.

2015-2016 College Scholarships Available from Association of Naval Aviation

The Philip H. Jones Family and the Association of Naval Aviation are very pleased to sponsor the *Philip H. Jones Naval Aviation Scholarship*. The scholarship honors the service and sacrifice of LCDR Philip H. Jones, USN (Ret), who started his Naval Aviation career as an Aviation Pilot during WWII.

The *Philip H. Jones Naval Aviation Scholarship* will principally provide scholarship opportunities for the sons and daughters of Naval Aviators and Navy, Marine Corps and Coast Guard Aircrewmembers who died of any cause while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard. Naval Aviators are defined as Navy, Marine Corps or Coast Guard aviators who were rated pilots or Naval Flight Officers. Navy and Coast Guard Aircrewmembers and Marine Corps Combat Aircrewmembers are those persons formally designated as such and authorized to wear the respective Aircrew warfare badge. As circumstances may allow, eligibility criteria may be expanded to include other persons, the categories of whom shall fit the general intent of the Philip H. Jones Naval Aviation Scholarship.

The Scholarship program will provide undergraduate students scholarships that cover or defer the cost of only tuition and fees. Scholarship funds cannot be used for any other expenses, such as room and board.

Scholarships may be renewable annually to a maximum of four years or degree attainment, whichever comes first. Renewal will depend on student academic achievement and the availability of funds. Applications for renewal will normally be considered before initial applications.

The value of the scholarship may change year-to-year; the amount of each annual scholarship and each renewal will be based on availability of funds.

INITIAL APPLICATION REQUIREMENTS

- Applicants must fit the eligibility criteria as described above, by being a son or daughter of a Naval Aviator or Aircrewman in the Navy, Marine Corps or Coast Guard who died while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard.
- Applicants must be a citizen of the United States of America.
- Applicants must:
 - o have graduated from high school (a 3.2 GPA is desired); and,
 - o be accepted by an accredited college/university and enrolled in a course of study of no less than 12 semester-hours
- Additionally, if the applicant is already a college student, that person must:
 - o be maintaining a course load of no less than 12 semester-hours in their college work (a 3.2 cum GPA is desired).
- Other specific application criteria, dates and procedures are included in the scholarship application 'package' which is available upon request to the Scholarship Committee at: Philip H. Jones Naval Aviation Scholarship
1446 Waggaman Circle
McLean, VA 22101-4004
or by email to flynavy@cox.net.
- Application submission deadline is 15 April 2015 [Your CGAA contributes \$1K annually to this very worthy cause...Ed]

Coast Guard Rescue 1363 Memorial Service Conducted at Air Station Humboldt Bay

By LT Alexis D. Scott



Sector Commander CAPT Arthur Snyder (L) and Command Enlisted Advisor DCCM Athan Kramer.

On 19 December, a memorial service remembering the tragic loss of CG HH-52A 1363 on December 22nd, 1964 was conducted at Air Station Humboldt Bay. CDR Olav Saboe, CG Sector Humboldt Bay Deputy Sector Commander, was the Master of Ceremonies. Special guests who were loved ones or friends of the military and civilian members included Captain (retired) Larry McQuarrie and Captain (retired) Finlay Sterling of the Royal Canadian Navy, LCDR (USCG retired) Dick Norat, Jerry Hansen, son of Arnold "Bud" Hansen, and his family, and all of the relatives of the Kempfs and Marie Bahnsen.

50 years ago this December and 13 years before an Air Station was stood up in McKinleyville, the "storm of the century" ravaged northern California. The Eel River was well above flood stage, towns and communities were being swept away and local emergency services were overwhelmed. The Humboldt County Sheriff requested assistance from CG AirSta San Francisco to evacuate 16 persons stranded on Cock Robin Island, and about to be engulfed by the rising flood waters. The Island, at the mouth of the Eel River south of Eureka was more than 200 miles north of San Francisco. That morning, an HH52A helicopter was airborne with LT Donald L. Prince of the CG as pilot; Sub-Lieutenant Allen Alltree, a Royal Canadian Navy exchange pilot as copilot; and James A. Nininger, Jr., an Aviation Electricians Mate second class, serving as crewman, the equivalent of today's flight mechanic.

The helo arrived on scene at about

2:50 P.M local time and, in spite of rain, fog, and extremely high winds, commenced rescue operations. Late in the afternoon, after having rescued at least 20 people from the raging flood waters, the helo landed what would turn out to be its last five survivors at the Humboldt County Fairgrounds in Ferndale, CA. Mr. Bud Hansen, a local dairy farmer, volunteered to assist the CG crew in finding more neighbors before darkness made the searching impossible. The helo departed in "terrific winds and heavy rainfall." Now in darkness, they made three more rescues, hoisting Mrs. Marie Bahnsen, Mrs. Betty Kempf, and Betty's baby daughter, Melanie.

Darkness had settled and fuel was getting low. The crew flew north toward the Arcata/Eureka Airport where they had fueled earlier in the afternoon. With low visibility, the crew was forced to fly offshore. As a result of power failures from storm damage, airport lighting was inoperative. The crew realized they had missed the airport when they picked up a radio bearing north of Trinidad. In turning back to the south, the extremely high winds pushed them inland where they subsequently impacted terrain at 1200 feet above sea level, coming to rest in a stand of Redwood trees. Due to the terrible weather conditions and remote location, it took rescuers five days to locate and hike to the wreckage site. The helo was completely demolished and all on board deceased. The medical experts reported that death for all had been instantaneous.

Donald Prince, who was posthumously promoted to LCDR, was the aircraft commander. He left behind his wife Dorothy and two children. He graduated from the CG Academy in 1956. Just two days prior to the fateful event, he and his family had enjoyed a wardroom eggnog party and were in the throes of preparing for Christmas. He was preparing to come off duty that very morning.

Sub Lt. Allen Alltree was part of a pilot exchange program with the Royal Canadian Navy and had been assigned to CG AirSta San Francisco

shortly after graduating from flight school in 1964. He was born in Sidney, Australia to his Canadian mother in 1940 but moved to Canada in 1942.

AE2 James A. Nininger, Jr. was living with his wife and son, David, in San Mateo, CA. Hailing from Virginia, he was a welcome face on the hangar deck and volunteered to launch as part of the crew of 1363.

Mr. Arnold "Bud" Hansen was a local dairy farmer. He volunteered and joined the crew after they helped evacuate 10 victims off Cock Robin Island. Parts of Ferndale had become completely inundated with water, with residents clinging to rooftops for survival. "Bud" had extensive knowledge of the area and was critical to helping locate at least six other flood victims.

The flight crew received Air Medals posthumously for meritorious achievement in aerial flight. In October 1998, Mr. Bud Hansen was awarded the Meritorious Public Service Award posthumously for his selfless act of heroism, in putting his neighbor's well-being and safety above that of his own.

This crew personified the CG humanitarian values. They believed wholeheartedly in putting the lives of others above their own. According to those that served with all three of them, they were the kind of men that would have continuously found a way to help rescue survivors, even if the helicopter experienced discrepancies mid-rescue.

The American people and the United States Coast Guard are forever indebted to these crewmembers and their families. They gave the ultimate sacrifice in the line of duty and each lived by the CG Ethos: I am a Coast Guardsman. I serve the people of the United States. I will protect them. I will defend them. I will save them. I am their shield. For them I am Semper Paratus.

A memorial plaque was dedicated at the crash site on 22 December.



Coast Guard Air Station Elizabeth City

By Ptero LT Amanda Denning, Aviator 4326



Commissioned on 15 August 1940 at the dawn of WWII with 60 personnel, three Hall PH-2 seaplanes, three Grumman J2F amphibians and four Fairchild J2K land based airplanes, Air Station Elizabeth City remained under Navy control for the first five years of its operational life. Early missions included anti-submarine warfare along with search and rescue. During the war, the Navy moved over 8,000 personnel and 100 plus aircraft to the new airfield. In the post war era, the airsta has been home to the HU-16E Albatross, HH-52A Seaguard, PB-1G Flying Fortress, HC-130B, HC-130H, and many other types of aircraft.

Currently outfitted with five HC-130J Super Hercules airplanes, four MH-60T Jayhawk helicopters, and 300 personnel, AirSta Elizabeth's City's operational impact is significant. The missions over the past few years have ranged from relocating endangered turtles to rescuing mariners in distress. The long range capability of the HC-130J and the MH-60T, coupled with the airsta's prime location on the mid-Atlantic coast, ensures that the mission variety is just as diverse as the mission locations, bringing credence to the air station's motto, "Guardians of the Atlantic."

One such mission happened on the evening of 18 December 2014, when AirSta Elizabeth City received a call requesting the MEDEVAC of a Navy sailor from a vessel over 800 miles off the North Carolina coast. Outside the range of any other rescue asset, airsta pilots began planning for the rescue. Picking a rendezvous point within the MH-60T's range, the pilots set out the next morning bound for Bermuda. Escorted by an HC-130J, the helo crew

landed in Bermuda to refuel and set out to rendezvous with the Navy vessel 200 nautical miles further east. After hoisting the sailor, the MH-60T returned to Bermuda where the sailor was able to receive the medical attention needed. Although the MEDEVAC was now complete, the MH-60T still needed to make the 600 mile transit back to Elizabeth City against the prevailing winds. Dodging poor weather, the helo landed on a Navy vessel and remained embarked as she transited westward until within a safe range to launch and return to the airsta, thus completing a three day MEDEVAC mission.



The teamwork required to accomplish such missions safely has become part of everyday operations at the airsta. Anytime a helo prosecutes a case greater than 100 miles offshore, the HC-130J accompanies the helo in order to serve as a communications platform, assist the helo crew with mission planning, and most importantly, serve as a rescue asset in the worst case scenario of the helo having to ditch in the harsh waters off the East Coast. The need to support these long range cases also requires that the MH-60T Aircraft Commanders maintain their ship landing qualification. Due to the prevailing westerly winds that provide a significant headwind on the return trip from Bermuda, it is normally necessary to land on a Navy or CG asset to refuel, or as in the case above, to remain onboard to transit closer to shore. Our MH-60Ts also conduct law enforcement missions within the District 5 region, Caribbean migrant operations, providing support for Maritime Security Response Team fast roping evolutions, National Capital Region continuity of ops support, and Aids to

Navigation Support.

The HC-130J crews prosecute their share of long-range search and rescue as well. In May of 2014, an HC-130J responded to a 406 EPIRB distress beacon 1200 miles east of Cape Cod. Once on scene, the aircrew located a vessel with three people on board and successfully air dropped a radio to the stricken vessel. After establishing communications, the HC-130J crew realized that the vessel was sinking and that they needed a raft immediately. The HC-130J executed a precision air drop of a life raft to the vessel, enabling the three people to safely abandon their sinking vessel and await further rescue by another fishing vessel in the area.

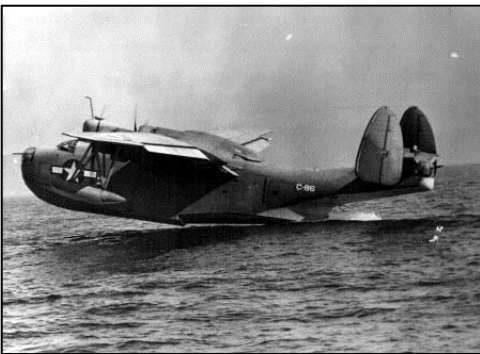
Over the past few years the HC-130J's mission diversity has continued to grow. With an endurance of over 12 hours and range of 5000 miles, the unit's HC-130J missions often have an international impact. In addition to search and rescue, HC-130Js are regularly utilized for counter drug and migrant operations in the Caribbean and eastern Pacific, as well as operations in support of the CG's ice patrol ops in the vicinity of Newfoundland, Canada. Additionally, HC-130J crews often perform long-range logistical support missions in support of worldwide operations. Notably, it has been used for the past five summers to transport scientific teams and equipment in an effort to locate and recover the remains of a CG Grumman Duck and aircrew lost on the Greenland ice cap during a rescue mission in 1942.

AirSta Elizabeth City is also home to both the MH-60T and HC-130J Prime Units, supporting over \$100 million in annual aircraft developmental programs. Among numerous other projects, the Prime Units have played an important role in improving the search efficiency of the MH-60T fleet's Electro-optical Sensor System and have helped resolve an epidemic of critical engine shutdowns experienced by HC-130J operators worldwide. The airsta's mission support staff plays an integral role in the unit's success as well. The stellar efforts of the Yeomen, Storekeepers, Operational Specialists, and civilian support staff keep the unit going every day of the year, wherever the aircraft may be operating. As the missions of the CG continue to grow and expand, AirSta Elizabeth City will continue to respond with excellence!



Jet Assist Take Off (JATO), the Early Days By Ptero Arnold "Ack" Adams, P-2657

Early one morning in 1944, the crew of a Navy PBM-3C (C 86 or Charlie 86) delivered to the CG San Diego Air Station a liquid propellant rocket motor system to be used in some open sea seaplane landing and takeoff experiments. A navy contract had been let to research the infant JATO (Jet Assist Take Off) system's use in the open sea. The navy aircraft crew were trained pioneers in the JATO systems, the copilot of many test flights was an officer, non-aviation chemical engineer and rocket fuel specialist.



"Charlie 86" Preparing to Land from One of the Early Flights.

As delivered the entire rocket maintenance system was self-contained. Its large diesel provided workshop electrical power and through a series of compressors, utilized the exhaust to generate an inert gas under high pressure. It was a highly specialized rocket motor plant for war use during an invasion.

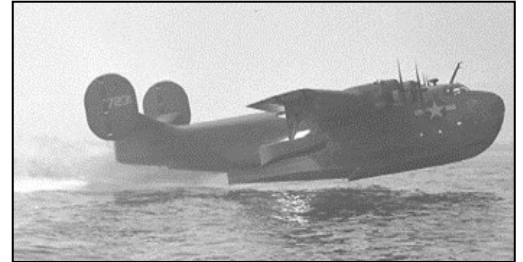
The rocket motor GALCIT1400 ALDW (Guggenheim Aeronautical Laboratory California Institute of Technology 1400 pounds thrust Air Launched Droppable Water) fuel system used pressurized gas to drive the liquid fuels to a firing chamber through a gauged spray system. The self-igniting (hypergolic) system fuels were monoethylaniline and a mix of hydrosulfuric and red fuming nitric acid as oxidizers. No need for fuel pumps or ignition systems. Simple valves could turn the fuels on or off which was a huge benefit over solid fueled once-fired-all-fired systems. A similar type of liquid motors designed by Reaction Motors of New Jersey was

being used in the highly classified Northrop flying wing which in 1944 became the first rocket propelled aircraft as it flew for over 10 minutes at Muroc Dry Lake.

I was surprised when the plane captain said they were out of Annapolis where Dr. Robert Goddard had a laboratory developing rocket assist motors for the catapult of aircraft for short take off performance. Perhaps light surveillance planes flying from LSTs. Dr. Robert Goddard one of the most notable rocket scientists, earlier in Massachusetts belittled for his rocket experiments that included supporting science fiction writers, left his studies in Massachusetts for friendly Alamogordo, New Mexico. It was the move that set the tone for rapid rocket development in California and the Far West.

CAPT Bob Workman, USCG (RET), a former Academy pistol champion when I was coach, visited me on a trip through the D.C. area and recounted some of his experiences as a pilot supporting various agencies involved in drug traffic control. I reflected that I had an experience with the Navy JATO development during WWII that probably never got into the annals of CDR MacDiarmid's off shore landing program. As an old seaplane SAR pilot, CAPT Workman was more than interested. I cautioned him that my memory was good but I was not to be held to the exactness of flight logs, other witness accounts or written references!

To set the stage of why an AOC in CG aviation might be of value to the Navy in cutting edge technology or rocketry, one only needs to know where growing hungry young adventurers best found their information; science fiction, of course. Aviation was beginning to come into its own in the 1930's and I was hooked. The work of the Russians, Germans, British and American pioneers in rocket propulsion sprouted several club-like groups of authors, scientists and engineers writing science fiction. Investigating among other things the answer for more power to catapult aircraft something neglected by the trained aeronautical engineers of the times who fought inertia and gravity with larger, heavier, piston engines. To this CG ordnance man, it was a dream come true, just to be near, to see the perfect nozzle exhaust, hear the roar so often spelled out in science fiction.



These naval photos shows a navy PB2Y3 seaplane with the first liquid propellant engine being test fired prior to an early heavy load test flight and then the second photo of the graceful, the beautiful lift from the water

It all began much earlier with scientists and engineers at Caltech and a group that formed Aerojet Engineering Company, an R&D organization whose beginnings was with members of the American Rocket Society. They became a well established manufacturer of rocket motors by the time the Navy began testing them at CGAS San Diego. The company went on to become a most important part of the U S space race.

These original liquid fueled motors were used as extra engines for take-off and then dropped to reduce weight. Some bombers, such as the B-29, attempting to take off with full loads of fuel and bombs from short island runways with straining engines dangerously overheated on hot atolls, would be a natural place to attach two of these motors. As in the test pictured above a liquid motors were attached to hard points under the wings of a PB2Y3. Used during the take-off run they provided that much needed power to get air-borne, later to be dropped safely by parachute for recovery and re-use. If a takeoff was aborted they could be shut down.

A contract problem had developed as the naval air people waxed and waned about JATO rocket propulsion, threatening the contract and only providing Dr Goddard's laboratory in Annapolis one test crew to follow ideas of seaplane JATO missions. It was not part of the missile work in China Lake but derived support there. The Army Air Corps pro-

vided a chase plane, originally an A-20, later an A-26, rugged high speed bombers that were used for testing rocket modifications and new Aerojet designs. JATO found a made-to-order requirement when the CG started a series of off shore tests to determine the safest and most effective method of open sea landings and takeoffs. During take off, a seaplane experienced a series of potential damaging occurrences, the least of which was to achieve flyable speed before the engines were drowned. Propellers have been found to have their blades bent forward from rough water.

Rough water off shore landings and takeoffs by aircraft used in SAR experiments was not new. The British had an advanced Search and Rescue (SAR) organization with heightened experience simply because WWII was the airplane's war since 1939. One item in particular was the Lindholme Gear, a series of survival items attached by nylon cord when dropped by the bombing system's intervalometer would lay an up-wind line 1000 feet long, all floating and drifting down wind to the people in the water. CGAS San Diego adopted a version converting to the USN type of dinghy and survival equipment. There were 5 elements, varying in weight that as a unit weighed more than 500 pounds.

Part of the assigned CG SAR effort became central to San Diego CGAS which was to research and advance or innovate the standard survival equipment, improve delivery systems to downed aviators, train parachute riggers and ordnancemen on survival in open sea landings, providing expert knowledge of handling, loading and dropping equipment as a crew member of the SAR rescue team. The station ordnance department teamed up with the parachute loft, a Chief parachute rigger, Gus Olson, was indispensable for the proper designing, fitting and protection of droppable equipment.

Although rocketry was not a strong point in CDR MacDiarmid's aviation, he allowed the Ordnance Department a free hand to help the Navy crew. That became an unreal opportunity as, without orders or supervision and chief of the department, I was allowed to join and fly as a crew member on Navy experimental systems, participate in and learn the operation of various rocket motors and become awash in the new science of rocket propulsion.

It was exciting watching pioneers, Navy, Aerojet, CalTech, make their mark and be asked to help them. Note my position in the middle of the below Aerojet picture of a mix of scientists and engineers from Aerojet on a visit to CGAS San Diego when they observed the different solid and liquid rocket motors then being tested with PBYS, PB2Y3s and PBMs.



(USMC Captain Bill Gore, on my left, the test pilot for the JATO program, insisted that I pose with this august group. I'm 8th from Right.)

A few days after the Navy's liquid experimental support unit and motors showed up, the test rig was in place overlooking the sailboat marina at the southwest corner of the station. Fuel was delivered. This was no tank truck pulling up and some hose laid out. The barrels of fuel were in box cars that entered the side rails at Consolidated Aircraft Company, accompanied by several fire engines. Behind the train's closed and locked doors seeped smoke that not only had color but teeth, as the door showed signs of flaking! Stainless steel drums carefully sealed could not hold the combination of sulphuric, hydrochloric and red fuming nitric acid fumes. Stof N and O the Germans called it. Hypergolic systems.

The fuels allowed a simple motor design with few moving parts, a rocket motor that was inherently reliable. Pressurize the tanks of acid and aniline, squirt them to meet and automatically ignite in the firing chamber, "lift off." The rocket nozzle was the only truly complicated and cutting edge design, with the fuel being routed around the nozzle throat by metal tubing, to become a regenerative system. Actually, the use of fuels traveling through pipes around the throat of the nozzle, cooling it while warming the fuel, was well known, maintaining that operating temperature so important to forming the perfect

mathematical balance for exhaust velocity as well as preventing throat erosion. Even so, on takeoff it was a rip roaring static howling stinking toxic mess that during the wing attached motors aimed somewhat downward dug a continuous hole three feet deep each side of the airplane. That was not on the high mounted PB2Y3 as seen in the photo. On the modified PBM3C they were attached in the engine nacelle beaver tails, the seaplane had a nose high attitude prior to getting on the step, thus the nozzle stream dug the deep holes. Liquid JATO engines went forward.



The photo at left is from the Smithsonian exhibit, donated by Aerojet, of an engine that proved the concept. A beautifully fashioned machine showing the three spheres, firing chamber and nozzle, simple, effective, setting the standard for what became extra-terrestrial flights.

At the beginning of the off shore landing trials, as CDR MacDiarmid took over from test pilot marine Bill Gore, the attached liquid motors, in every day operations presented too many field use problems. On one landing the right wing unit broke from one of its attachments presenting problems as the acids burned into the aluminum as well as prohibiting attachment problems. Not exactly what the mission called for.

Trial and error, photo and analysis of data, MacDiarmid's work had begun, a careful study of offshore landing technique under all circumstances, for which he was to earn the DFC. JATO experiments were not included in his program. The test seaplane, a Navy PBM3C, was fully weaponized and combat ready, a bit different from the PBM5 we used for SAR work. North Island Naval Air Station put me through Air Combat Crew training as well as open sea hard hat diving and explosive handling, for which I was grateful. Coming to aviation as a chief gunners mate left me a little short of where the other 'regular' airdales

thought I belonged but this study earned me some support. Further Navy training made it possible for me to continue with the Navy Test Team.

The GALCIT1400ALDW was packed up and trundled off to other work, notably the before mentioned Northrop flying wing for which the GALCIT1400 was fitted. Also of interest was its installation in a zero-launch P51 with the rocket motor in the tail. rumored as an answer to the Messerschmitt 163E. Superior performance but again the fuels created almost insurmountable problems. The Navy opted to go solid propellant for JATO.

It was a joke among the navy test crew of how the solid JATO was manufactured given all the wartime restrictions in the use of critical metals and chemicals. The standard diameter pipe used as oil well casing was readily available, a steel, of sufficient strength for firing chamber pressure and of a nominal diameter to fit the 1000 pound thrust for 14 seconds, engineering requirement. A cap at one end, nozzle at the other, hole to accept the igniter, some thread making and pour a mixture of potassium-perchlorate and tar-like goop for propellant, voila, Jet Assist Take-Off. It is hard to remember all the trials for decent propellants that did not explode if not burning correctly but there were a few. The unit was probably called 14KS1000. It was generally known as "old smoky" as it generated a huge cloud of smoke if burning properly. It did produce the advertised thrust.



Probably a Naval photo Circa 1945 that emphasizes the "old smoky" emission slang for the solid fueled JATO system. The above attachment to the hatch was the latest and most successful of several points to hang the motors.

People kid a lot today about duct tape, which is the universal item of choice for repair and or mend anything. So it was at Aerojet. The propellant poured into the casing was firm and acted nicely at cool temperatures, but tended to slump at warm or badly cracked in the cold

elements of high altitudes. Handling, rattling loose fuel in shipment or stowage in an aircraft rendered the rocket motors unsafe, Burning of solid propellant is simple, ignite the face and burn uniformly of that face. The face presented is established as the proper pressure to provide the useful flow through the nozzle. Slump presents a greater face, quicker burn rate and higher pressure. Cracks allow multiple faces to burn simultaneously, leading to explosive forces in the firing chamber. Mixes with stabilizers helped but were not totally reliable. Finally a good R&D man made a mold, poured the propellant, then wrapped it with duct tape. Like a cigarette, it now stayed in shape. The January 1986 CHALLENGER shuttle disaster is an example of what can happen when the propellant is not burned properly. The culprit, called a booster rocket, was really only a 'S' JATO.

Ordnance tests on the AS 1000 proved that any ammunition of .50 caliber or less, even if penetrating the casing, would not cause a high order explosion but there was an occasional detonation from 20 mm. All this was done by a hard working Aerojet group in Azusa, CA, producing "quick and dirty" R&D that became excellent wartime equipment.

John Vukic was CDR MacDiarmid's off shore test right hand man. Part may have been because CDR Mac was ornery enough to prove that a former RM2AP (Aviation Pilot) was a better pilot than any of the good sized staff of officer pilots in the wardroom.

John, during the MacDiarmid program, then either a CAP (Chief Aviation Pilot) or LTJG, had some leeway to order an aircraft out for experiment, as a

result could and did satisfy his curiosity of the true efficacy of rocket motors by looking into just how much the solid JATO helped a PBY get out of the water. We had a Navy test PBY that had 4 JATO fittings rigged aft by the blisters and 4 forward just aft of the cockpit, a total of 8 (4 on each side). Tests had not proven where, on the fuselage the location of the bottles were most effective or if they might affect stability. Some Navy team experiments had just been completed timing first the rear set then next the

forward set, but never all eight. It was awkward on the PBY because installation of the forward set of bottles had to be done on the ramp.

To Pilot Vukic, more is better. Fine points of when to fire the units came into play except all eight at once was like adding another engine at full throttle, so to hell with where and when in the takeoff run but just two-block everything and trim out once clear of the water. On a quiet Sunday afternoon without the Navy about, I was in the starboard blister having rigged all eight units while on the ramp. Takeoff would be in the channel. Pilot instruction for takeoff was to trim 14 degrees up or what-ever the equivalent was on a particular machine. Point was, expect to leave the water at near stall but airspeed would gain rapidly, even in a nose up position.

Give it a try. From where I sat the results were astonishing. This was a PBY5A, amphibious with the landing gear noticeable from the blisters in a water takeoff. My position was such that when our plane lifted, there was no step, actually jumped from the water, the nose so high that I was looking at the horizon under the wheels, sustained long enough to get well clear by the time Pilot Vukic could adjust to a more normal flight. Vukic never said much but I know he was satisfied that thrust from the units really helped the thrust from the propellers. Estimated take off time about 3 seconds, about as good as the old Hall Boat!

A variety of tests went into different sea conditions, takeoff weight, handling, enough to prove the system for the seaplane short take off and heavy cargo needs.

The next big requirement of any significance was to check the use on the Navy JRMs, those large Martin Cargo seaplanes named the MARS that became the air supply logistic element between San Francisco, Hawaii and major Pacific islands. The [Caroline Mars](#), a JRM-2, later broke the world record for passenger lift by carrying 269 men from NAS Alameda to NAS North Island, San Diego. They were large aircraft.

We were to test JATO on the Philippine MARS, the newest of the fleet of 5 operating in 1945. Six JATO were to be used. The biggest need was to get on the step, especially in calm waters. [See **JATO** on P. 15]

Bernie's Air Stories—Miami Air Update (Continued)

By Ptero Bernie Hoyland, Aviator 714

While we were climbing out, I smelled something that told me we needed barf bags for our passengers -- desperately and at once. When I passed this thought to the hoist operator, he said "no problem" or whatever, and said that before abandoning ship, the survivors had raided the New Year's booze supply and had tucked bottles into their wet suits, which they were now using most enthusiastically to celebrate their deliverance. Those were easily the happiest people I have ever rescued. You should have seen them wave when they ran away from the helicopter. What did those nice Air Force people think? Boozing on a federal airplane! I wonder if they thought that the CG really knows how to treat its survivors and how do I get into that outfit?

By the way, I had to keep the collective up a little to load the rotor when I landed at Homestead AFB because that rotor RPM wanted to go sky high. I don't know how much I weighed but I'd guess that counting the bodies, bottles and wet suits, the helo weighed somewhere around 9,100 pounds, which slightly exceeded the normal max gross weight of 8,300 pounds by 800 pounds. In defense, I will say I could have auto rotated effortlessly with that wind.

Billy Ed Murphy checked his log book and it did not show the number of hoists he made but that there were several. Al Dahms was the Pilot-in Command because he was the senior of the two. However, Billy Ed was the most qualified so Al put him in the right seat which in a helo is the pilot's seat. He does remember that one of the ladies that he hoisted refused to part with her dog...ditto for her bottle of champagne. One must admire this group of survivors for keeping their priorities straight.

Dave Irons says he recalls like it was yesterday that it was his 35th birthday, but the rest of it is a little hazy. He wrote, *"Actually, I do recall that... swinging mast and no communications. Ended up with (writing on) a chalk board instructions to the vessel to put three people at a time in a raft and pay it out downwind. Then we made the pickup from that raft. also recall the relief I felt when you and Billy Ed arrived on scene. I remember thinking that just no*

way was a single helo and crew going to pick up that many people before the ship sank...After picking up one basket (load) and the individual got aboard the helo, the crewman started to lower the basket for another rescue, it fell free from the cable...someone was looking out for us when it held together until the occupant was safely in the helo. I recall the 40 footer arriving on scene and what a spectacular job of maneuvering he performed. Until he arrived, I was certain the helos had performed miracles, then the 40 boat picked up the skipper from the Mandalay and I realized y'all had only performed in a superior manner."

I thought that the boat cox'n was probably as pleased as we were to get out of there with no more than a few extremely clear memories and a lot of relief.

No. 9. I have no idea when this occurred but I shamelessly recall it with great pleasure. One afternoon I went out to the flight line for an HU-16 patrol and found that my flight crew not only had a couple of extra persons but they were all Chief Petty Officers. I felt honored because the CPOs were prudent (cubed) when it came to earning their flight pay. Of course, I was probably only the best of a bad lot, and they were driven by harsh circumstance, either fly or lose their flight pay.

No. 10. Again, I no longer remember when this occurred. We had a common practice that if a lookout on a SAR aircraft made a good sighting, that the youngster got a case of beer at the morning muster, with suitably glowing comments. LT Ed Dempsey (PIC) and LT George Krietemeyer were on a search offshore near Tampa in an HU-16. A lookout sighted survivors (barely alive) floating on their sunken vessel's only flotation, a hatch cover. They were rescued by an HH-52 from St. Pete and it made all the papers. I asked Ed about awarding the lookout the usual case of beer. He said no. It seems that when he went aft to answer a call of nature, he caught the lookout reading a sex novel. The novel was terminated and the lookout was straightened-out about his duties as only Ed could so forthrightly do. The lookout subsequently made the sighting. Case closed.

A Sample of Engine Shutdowns of

R-1820's before the Improved Reliability Program

In the fall of 1963, I was enjoying life at 1,000 feet over Miami Beach, sitting in an HH-19 and doing something useful no doubt, such as counting the sharks offshore or looking for persons in trouble. My enjoyment was nipped when I heard an unhappy voice with problems. The voice on 381.8 MHz was then-LTJG Don Aites, reporting an engine shut down over Miami and that the HU-16 was heading posthaste for home and the seadrome at Biscayne Bay. There was no alarm but no happiness either. *Note: The crew was probably ferrying an HU-16 back to the Air Station at Dinner Key from a local Miami field. A common procedure was to land at a local air field at night when a PIC was tired from a long patrol and didn't feel up to a night water landing.*

The next call however showed some alarm. Don was trying to restart the engine and the propeller wouldn't move, let alone unfeather. Then I saw the albatross streaking for the seadrome well below me in Miami's glorious sunshine, but with not a single happy aircrewman on board.

It was easy to see why.

- - - The operating engine had a giant oily racing stripe down the port side, and the starboard engine was shutdown with the prop irrevocably feathered, according to Don.

- - - The pilot-in-command, LTJG Wally Pawley, touched down in the seadrome well short of the gear-down navigable water. It appeared that he kept it on the step as long as he could by reducing power on the operating engine to maintain directional control until he was as close as he could get to deeper water in the seadrome.

How did the wrong engine get shut down? Easy. Just do the following:

- - - We flew the Albatross with the pilots' windows open when there was no rain. Any engine banging and thrashing was close at hand and at least exhilarating *(and for those of us on the wimpy side... alarming)*

- - - The engine shutdown procedure as taught in flight emphasized speed as well as analysis. The analysis was pretty straightforward: the bad engine had a throttle pulled back. A pilot who couldn't simulate adding power and shutting an engine down in less than 20 seconds was a bit slow. Not one of us was

slow...truth to tell, we were fast. A talented few could simulate an engine shut-down in as little as ten seconds. Because the identification of the failed engine was not well taught, errors were possible and probably occurred in this case.

- - - If the prop high pressure electric pump didn't get power, the prop stayed feathered, causing acute anxiety as in this case: coming home on the bad engine.

You might think that if I can clearly recall seeing that HU-16 and its oily racing stripe with two seriously annoyed LTJG pilots on board (not to mention the flight crew), I'd know more about what happened next. I don't have a clue. As a seeker of truth, I polled a number of old timers who had flown with me in those Biscayne Bay/Dinner Key seadrome days. Not one recalled it, but they did bring up a number of memories of exciting times with engines (and props) in the seadrome and elsewhere. Nobody believed that the PIC could keep the aircraft on the step, even by reducing power on the operating engine, before the pilot ran out of rudder control as the aircraft decelerated. *They also mentioned the sun, a yardarm and beer several times...Archiving is not nearly as popular as Happy Hour.*

Then-LCDR Deese Thompson (later VADM) has this story about taxiing on the step: *"I did land a Goat with one engine feathered on Biscayne Bay on a first light departure when we blew a jug. I could not keep the bird on the step after touchdown, because the good engine powered us around in a wide arc. Coming off the step, there was not enough rudder control to go to the ramp between the seadrome pilings. We shut down and got towed to the ramp by the 40'er. (if we had been able to rig a sea drogue I believe we might have taxied up to the ramp or buoy, like we did in PBM's.) There are many Miami stories; does anyone else remember Dick Huxtable imbedding a seadrome pole light thru the Goat wing spar?"* I saw a photo of the light neatly snatched from a piling during a night water landing and firmly embedded in what I recall being the starboard wing. Night water landings were interesting in Biscayne Bay, in part because of the procedure and in part because of the fishermen who anchored their boats in the middle of the seadrome and turned off their lights to avoid being chased away by the crash boat. A goodly

number of pilots preferred night scramble take offs in the channel as compared to taking off in the seadrome and encountering who can tell what blacked-out fishermen on the takeoff run.

While water taxiing on the step was not likely in the good-engine-shut-down case, I did recall a time in SE Alaska at Air Detachment Annette, watching then-LT Thompson land with an engine shut down and park the HU-16 on the line. When queried, Deese had this to say, *"The difference at that Annette single engine was, I was able to keep good speed on the rollout, and by using brakes and goodly engine RPM we made it to the chocks, no sweat. Prefer a runway to a seadrome for single engine landings where possible, but runways were sparse in SE Alaska. Over the years in my many post-maintenance test hops, we feathered the prop if there had been any prop maintenance performed and I can't remember ever having one not feather or unfeather. Credit the guys in the chambray shirts out on the hangar deck, and their mates in the prop shop for their diligence to turn out quality work to keep us all around for the next flight."*

Then-LT George Krietemeyer (later Captain) recalled that a dead prop is better than one that goes into reverse on landing approach. (Fortunately, the resulting crash was in the seadrome, water being much more forgiving than terra firma.)

I was at USC's safety officer school when that prop reversed on his landing approach to the seadrome. The prop went past the low pitch stop and became the aeronautical equivalent of a flat plate equal to the area of the prop arc. No air went through it. The tail buffeted from the turbulent air and of course the aircraft yawed sharply while losing air speed. I do recall a photo of the alive-and-well aircrew with big smiles after the crash. The cause was a "tool" (a little block of metal) that enabled the prop overhaul mechanic to do the job without a helper. At the time there was no requirement to account for all tools used in maintenance, and the block was left in the prop dome to add excitement to a routine water landing. George recalls, *"I still carry the bearing support block that AR& SC left in the prop dome. There were 16 in the dome for the prop to rotate on - mine is number 17. Glad I was landing on Biscayne Bay and not at Opa*

Locka. 28 April 1964 - that's over 50 years ago. I think Lonnie was on watch in the RCC when it happened? Lots of fun stories from Dinner Key days!!"

Then-LT Lonnie Mixon nailed it with his recollection, *"What a lucky bunch we are!! The thrill of flying the old "goat", channel takeoffs at night at Dinner key, summer storms in the triangle and just being some of the few pilots that ever got to fly her. GREAT memories for us all!!"* Lonnie went on to serve with great distinction as a CG exchange officer with the AF flying Jolly Greens in Viet Nam. His story is well worth reading in the Ptero history.

We had other engine shutdowns and we were not alone. Then-LT Howie Thorsen (later VADM) recalls, *"I have enjoyed reading of the exploits at Dinner Key. I was in Argentia for much of the time covered, and had my first look at a Goat upon reporting to San Diego in Oct '62 as a newly designated maintenance officer. On my first day, I was shown one of the 1820s on an engine stand, prop and cowling removed. The spline end of the drive shaft was twisted, roughly 45 degrees, and one of the pistons was visible (I was told it was not in its proper cylinder.) The Goat had launched on a Duck Butt flight, with drop tanks full, anticipating a 8-10 hour flight well out in the Pacific while small AF jets transited to or from the east coast and Hawaii. Just about the time it reached station, at 8,000 feet or so, something caused what was essentially a sudden stoppage of the prop. One helluva experience for the pilots and crew, but they made it back home-with those 'keep tanks' still in place! The pilot (Joe) is long gone, but there were many who wondered why on earth he didn't drop them. I think the consensus was that he wanted to save the cost. One of many Goat stories we love to read."*

I thought that Dick Laskey might have been at CGAS San Diego at that time. Dick responded, *"No, I remember a 'Joe', but can't remember his full name. I'll try and locate a SD roster. That incident evidently occurred after my time."*

The incident that ended my flying was a 0200 Scramble out of SD for an inbound P5M with one engine feathered. Remember running from the BOQ to the ramp, climbing in to UF 1273 and strapping in while listening to Ops de-

liver the sit report. The WX was zero/zero at SD, as I followed the white line to TO speed, I remember looking at the Tower with the red light burning. At lift-off we proceeded to our intercept. I was then in touch with North Island Radar who was giving me vectors to the intercept, I was also in contact with the P5M pilot. Shortly after breaking into a clear night sky, approximately at 400 ft., a call from my Mech who informed me that oil was streaming along the starboard side of the A/C. I asked my CP to check the number 2 engine, he reported that it was *on fire*." I ordered him to feather the number 2 engine as I held my right hand over the number 1 button. We feathered number 2 and turned toward Lindberg. I informed the P5M pilot of my situation and apologized for the inconvenience. He responded that he understood. North Island offered a Radar assist to North Island which I declined due to my familiarity with Lindberg. The approach was made and we left the aircraft parked in the middle of RWY 9/270. A cart came out for us and took us back to our quarters, the flight lasted 24 minutes. About an hour later the Chief in the Engineering Division came and told me that the oil cap had been left ajar on the pre-flight. I asked him to deal with the matter and he replied that he would do so. I have no idea who was responsible. It was a mistake.

The CO, Capt. Robert Waldron presented me with a Commendation Letter, which I still have hanging in my office. Some time later I went to my Annual Flight Physical at Balboa, Naval Hospital. At the end of the exam, the Flight Surgeon asked if we had any 'personal problems.' I raised my hand and he called me over for a private consultation. I explained my symptoms {those of diabetes}, and he asked me to stay for further exams and tests. And the rest is history, PEB, Medical Retirement. Then on to JNJ and a new career. That was the tough part, at the time flying was my life, no more. But we do survive."

What changed the R-1820 from extremely exciting to boring?

CAPT Hardy M. Willis (aviator 476) told me this story. While much younger, he had sat at a desk in headquarters EAE sending reparable R-1820's to overhaul, as fast as they occurred. One day the HQ Flight Safety officer, Fred Schubert

(later RADM), came down to complain that the engine failure rate was generating a lot of letter reports, some of which made exciting reading. Further, that at the rate that engines were failing, we were sure to have a dual engine failure. That unpleasant bit of news led the CG and the Navy to start a program to improve R-1820 engine reliability. A great many Goat drivers appreciated their effort and the result. My reviewers commented:

- - - VADM Deese Thompson set the record straight on several things, "*The CAPT HARDY you reference was Hardy M Willis, who was in EAE at that time. He retired in '76 as a CAPT & Aviator # 476. Grand fellow, last I knew he was retired in FL, Older than dirt, he was born in 1917, so he'd be in the late 90's if he hasn't gone to Heaven. He was one of the regulars on the EAE stools*" at Dankers watering hole next to the HQ building at 7th & D. That was one of the only stress relievers for trapped aviators in HQ in that era. *Methinks that some of the 1820 failures were due to the chrome piston rings that were installed during NARF engine overhauls - IRANs - as Bear called them...a bit fuzzy on the details.*"

- - - Bear Moseley recalls, "*Didn't have the problem with the Goat at Arlington - It did not fly that much and when an aviator no longer had to fly to get flight pay they transferred it out. We did lose a R-2800 engine shortly after I got there and we replaced a few jugs on others. The culprit for engines at the time was IRAN - not the country but Inspect and Repair As Necessary. The navy had some pretty loose standards on what was necessary. I talked Tom Epley into sending the 2800s to Piedmont for overhaul. Now those people knew how to overhaul engines. Two Martins each flying 60 plus hours a month for three years and every engine was removed for high time, some a little over but I never got (any part) in a crack over it.*"

- - - Not everybody was unlucky. Bill Boucher: "*On a positive note, between Port Angeles(EO Farenbacher), Annette (Mercier and Cope) and Arlington (Moseley), I had some 3,000+ hours in the goat, Mod's 1 & 2, and never had to shut down an engine!*"



'JATO' FROM 12

Often, to facilitate take off from NAS Alameda, CA, with a load of approximately 32,000 pounds, high speed rescue craft would cross in front of the sea plane, not only assuring a path free of logger-heads and other dangerous obstacles but creating a rough surface to help the boat shaped hull to "break suction" as the old timers would say.

The emphasis upon size was demonstrated when the refueling trucks arrived on the morning of the trials. Carrying 1,500 gallons of fuel each, over 10 trucks were eventually used. It was impressive but not nearly as much as the inside space when we finally went on board. The JATO had been installed earlier. Although CAPT Gore usually flew JATO flights, the Alameda crew were to take over this flight, mostly as observers and to furnish additional information. I was on the flight deck near the engineer's position, a fine place to observe cockpit activity during this history making flight. The takeoff was without incident. A careful taxi to an open area in San Francisco Bay, turn into the wind, the engine full power created or pushing that huge hull to flying speed prompted the vibrations that shook the instrument panel enough to make the gauges hard to read. JATO was smooth; it was reported that takeoffs were reduced by up to half, equaling our experience with high altitude and very hot runway experience.

IN CLOSING

Rocket motor for aircraft quickly disappeared when jet engine development took off, providing a powerful and safe form of transportation. Only for special circumstances are JATO or RATO units used today, often for a spectacular display of short takeoff at air shows or on expeditions where the rockets provide a added safety.

Remember the saying, what goes around comes around? Imagine my surprise, in the 1980s, when as a consultant to companies building forest fire fighting systems into WWII aircraft, I saw the Philippine Mars majestically flying on a forest fire, a "scooper" similar to the PBY, where the aircraft settled in high speed taxi while scooping lake water for the internal tank system, to mix as retardant then drop upon a fire!





Mail Call! This issue's mail is brought to you by the recently restored CG RD-4 'Dolphin' at the National Museum of Naval Aviation in Pensacola, FL.

More on HU-16E CGNR 1267

In reply to Gordon Loftin's note on my part in the AF2277 search (Pterogram 3-14 mail), I was in PBM 84642 with John McIntyre. It was an 8.8 hour flight on 19 September 1953. The following day, McIntyre, Elmer Matheson, and I went out in UF 1267 for a 2.2 hour excursion on the same case. The short flight time tells me the search was called off, but I don't remember exactly. I noted in my flight log that AF2277 was a B-29.

On another article concerning UF 2129, it appears from my log book that UF's 2124 and 2129 replaced the 1267 and 1271 at St. Pete in January and February of 1954. I had a flight in 2124 with McIntyre on 1 February. On 4 February, Ed Walker and I went up to the Grumman plant at Bethpage, LI and picked up 2129. The following day we took the plane to St. Pete. I didn't fly it again until April. As a side note, I never particularly liked the 2129. Since it's still around, it was a very durable aircraft, but I thought its performance never quite matched the other 2100 series planes that I flew. It seemed a little sluggish, was a little slower, and required slightly more power. Maybe I was overly-critical, but that is how I remember it. Ptero Ed Hauff, Aviator 635

Bernie's Air Stories

Just finished 'Part 1' Sitrep 3-14 with classmate Bernie's comments on UF water ops while at CGAS Miami circa 1963-1966. It reminded me I had not replied to your call for pilot hours logged in CGNR 2129, soon to be locat-

ed at the USN Alabama Memorial in Mobile. A review of logs shows 153.3 hours as CP, AC, IP while stationed at CGAS San Diego (11/23/56 to 5/15/59).

My tour after San Diego was CGAD Sangley Pt, PI. During this tour I accrued 826 hours basically in logistic support of five LORAN "A" stations located throughout the islands. Subsequent assignments at CGAS Traverse City, CGAS Annette, and CGAS Puerto Rico increased the UF total flight hours to 1956.5. Low frequency deafness might attest to this exposure. My CG flight career totals just short of 5,000 hours with helo hours, mainly HH-52A, making the majority difference.

Back to the earlier comment and reference to 'Off-shore Landings' of an HU-16E aircraft, on 15 July 1961 I landed CGNR 7234 offshore, at sea and recovered 22 of 59 survivors from Northwest Orient Flight 292's ditch enroute Manila from Tokyo. The Stratocruiser (Boeing) had lost #4 propeller (failed to feather) with subsequent engine fire. Ditch occurred at about 0400 and all 59 people exited the aircraft into three life rafts (two 2-man and one 7-man). CG 7234 located rafts at about 0730 and made a full stall, full flap, full reverse two-skip flop/splash landing. We took 22 survivors on board. Recommended landing heading on UHF Guard to VP-40's P5M and it landed around 0830. With all survivors picked up, plus one body, a 3-4 hour taxi to Pollilo Island was commenced. Speed of advance was slow due wind, spray, and water hitting the props. The P5M had a better ride.

Once in shelter of Anatan Bay at

Pollilo Island, survivor transfer was made to three AF SA-16E's in the lagoon. The AF Aircraft returned survivors to Manila, their destination.

UF 7234 couldn't attain takeoff power on two attempts with about 10 survivors. We off-loaded the passengers by life raft to the VP-40 P5M and they departed for NAS Sangley Point. CG 7234 was left to solve its engine problems and find its way to home base. The crew changed the plugs on the port engine, and did a taxi test sans cowlings. It checked out and we lifted off for the 1.5 hour flight home. The starboard engine made a few odd noises on the way, but we were flying. We landed at Sangley at 1840, having logged 7.1 hours flight and 5.1 hours sea time

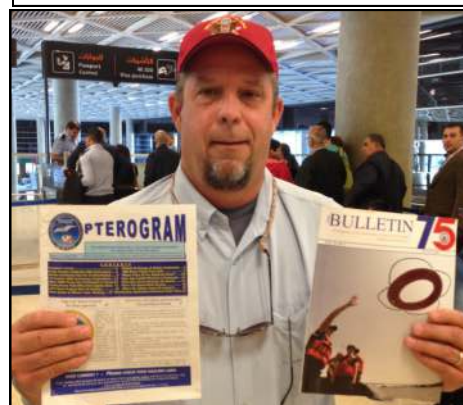
Of interest to note, UF 7234 crew: LCDR Jack Lyon, LT Bill Russell, AD1 Shepard, AM1 Jendrysik, AD3 Graham, AE3 LaDioux, and PH3 Gilly, USN. All received decorations—two DFCs and four CG Commendation Medals. Ptero Bill Russell, Aviator 712

Oldest CG Aviator

This summer's issue of Pterogram is looking for the oldest living CG aviator. I may qualify eventually. My stats are ; Aviator # 345, DOB, 05/19/1918.

Ptero Paul S. Smith, Aviator 345
[Ptero Smith is the second oldest living CG aviator, behind only Ptero Stu Graham, Aviator 114...Ed]

Pterogram Sighting



This picture was taken in OCT during a one hour VISA line wait at the Amman, Jordan airport when I was enroute Basrah, Iraq for Critical Oil Infrastructure work for the Govt. of Iraq, US Depts. of Energy and State. The team was in country for a month. What better way to pass the time than reading the Pterogram and Bulletin!
Ptero Bill Peterson, Av. 1953, CGA '76

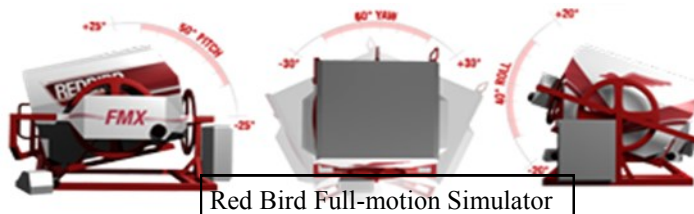
CG Academy Cadet Aviation Club Update Fall 2014

Semester Recap and Future Vision

By 1/C Cadets Nate Cajigas and Nicole Garrett, Club Co-Presidents

The beginning of December marks the end of an eventful semester for the Coast Guard Academy Aviation Club.

The highlighted event of the Fall Semester was Aviation Week. This year, we were blessed to have guest speakers from CG and civilian aviation communities to include representation from HITRON and CDR Mark Ward, USCG (ret), Chief Test Pilot at Sikorsky. The Key-note speakers for the week were Ptero RADM David Kunkel, Aviator 1726, USCG (ret), and the CEO of Augusta Westland, Mr. Robert LaBelle, who shared their leadership lessons and experiences with cadets. The week culminated with hoist training on the Thames River as a MH-60 from Cape Cod and a MH-65 from Atlantic City worked with a boat crew from Station New London. At the conclusion of the training, the helicopters landed to provide helicopter familiarization for the boat crew. The training coincided with Parents' Weekend at the Academy, so cadets and their parents were able to see Coast Guard professionalism up-close as the crews discussed egress and recovery methods in case of an emergency during training.



Red Bird Full-motion Simulator

Last year, the Aviation Club traveled to West Point to participate in the 2014 Service Academy Fly-In. Despite the limitations of our flying program, then 1/c Schlank and 2/c Cajigas were able to gain recognition for CGA by displaying superior aviation knowledge and proficiency in the flight simulator in their first competition.

Looking to the future, the Aviation Club is planning to increase participation for the 2015 Service Academy Fly-In. The Bears will compete against West Point and Annapolis using various skills; including flight planning, E6B Manual Flight Computer skills, precision landings, and mail drops. We're expecting a great turn-out this year and the cadets are already in the books preparing for the experience.



Aviation Club leaders invited the 4/c cadets out for an introduction to CG aviation during an event known as Flight Night. During the dinner 4/c cadets met with some of the on-base aviation leaders to include AMTCS Rob Cain, GOLF



Cadets participating in helo ops during their summer tours.

USCG Commemorative

Stamp Announced

By Ptero John Longnecker,
P-2120



Our 8 year effort to get the USCG commemorative stamp has been officially successful. The November 24, 2014 edition of *Linn's Stamp News* discusses several 2015 issues including;

"In August, two anniversaries for the U.S.C.G. will be remembered with a single commemorative forever stamp. The design shows an oil painting by artist William S. Phillips of the CG Cutter *Eagle* with an MH-65 Dolphin helicopter flying above.

According to the USCG historian's office, in 1790 Congress authorized the Secretary of the Treasury, Alexander Hamilton, to create a maritime service to enforce customs laws, alternately known as the system of cutters, Revenue Service and Revenue-Marine. President Woodrow Wilson signed the Act to Create the Coast Guard on Jan. 28, 1915."

While we did not get our hoped-for sheet of 20 different designs, the final artwork is very nice and will do our Coast Guard proud.

I'm sad that the third member of our team, Carl Zellner, did not live to see the day. [The team also included Fred Herzberg...Ed]

Details on first day ceremonies and location are TBA.

Ptero/CGAA Dues Increased 1/1/2015

At the 2014 Cape Cod Roost Business Meeting, an increase in dues was approved. Regular Annual Membership increased on 1 January to \$35/yr. & \$20/yr. for Active Duty members. Life Membership remains at \$250.





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 late-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>
AMT3 Charles A. Berninger	Mobile	AET3 Tim E. Streyle	Clearwater
AST3 Derrian L. Duryea	Clearwater	AMT3 Derek R. Edmonson	HITRON
AET3 Walter A. Herzog	North Bend		



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>
4539 Francis C. Cheske	Clearwater	4540 Douglas J. Mittermeier	San Francisco
4541 Jacob R. Scritchfield	Mobile	4542 Thomas A. Morrow	Miami
4542A Marguerite G. Champlin	Atlantic City	4542B Robert J. Bickford	Miami
4543 Eric R. Kolwicz	Clearwater	4544 Nicholas O. Peters	Cape Cod
4545 Nicole J. Touro	Barbers Point	4546 Joseph W. Messina	Miami
4547 Adam P. Morehouse	Traverse City	4548 Seth R. Craven	Elizabeth City
4549 Matthew A. Smith	Barbers Point	4550 Lisa M. Davis	Barbers Point
4551 Philip W. Dodson	Elizabeth City	4552 Anthony C. Phillips	Clearwater



New Coast Guard Aviation Exhibit Dedicated at National Museum of Naval Aviation



RADM Jake Korn, Commander, 7th CG District (center), cuts the ribbon for the refreshed CG Aviation display at the Museum in Pensacola, FL. Korn is the CG's 24th Ancient Albatross, the senior most active duty aviator. Story and USCG photos by PO3 Jonathan Lally.

On Jan. 27, 2015, Rear Adm. John H. Korn presented the museum a Distinguished Public Service Award. Korn also cut the ribbon of the refreshed and new CG Aviation display.

Former Coast Guard aviators spanning the years from the World War II era to the present were in attendance. Members of the CG Aviation Association, formerly known as the Ancient Order of the Pterodactyl, helped procure some of the older Coast Guard aircrafts on display at the museum, like the Douglas Dolphin RD-4 fixed-wing aircraft.

"The Pterodactyls were able to buy the RD-4 Dol-

phin for \$5,000 for the museum and the museum restoration crew took a beat up old airplane into something we're all proud of," said retired CAPT George Krietemeyer, former president of the Coast Guard Aviation Association. "This specific aircraft was flown by Rear Adm. Frank Leamy in 1939 before World War II."

Leamy's son, Frank Leamy, Jr., attended the ceremony and was glad to be apart of such a legacy of the Coast Guard. "At some point, as a son, I looked back at my heritage, especially my CG heritage, and felt it was my duty to help show the CG's aviation history through my memorabilia from my father's time in the service," said Leamy.

The museum received the award for locating, repairing aircraft to museum quality standards, repainting and displaying seven more CG aircraft, with the

Dues are tax deductible

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

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

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

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

Sign me up for:

- ☐ Life Membership **\$250** (includes a Ptero Pin)
- ☐ Annual Membership **\$35** (*Active Duty \$20*)
- ☐ Ptero Ball Cap \$20 (includes postage)
- ☐ Chronological History of CG Aviation 1915-2010 CD \$7
- ☐ CGAA/Ptero Circular Stick-on Decals \$1 each/3 for \$2 (includes postage)
- ☐ Book: 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$25.00 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
- ☐ (Visit www.AOPtero.org, click on "Store" for more)

Total Enclosed:

\$ _____

Please check all below that apply:

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

☐ CG Aviator (Data if known:)☐

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served:

_____ to _____

☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

The CG Aviation Association

P.O. Box 940,

Troy, VA 22974

new 10,000 square foot CG exhibit, containing more than 100 artifacts, models, photos and videos depicting almost 100 years of Coast Guard aviation history. The Naval Aviation Hall of Honor has also inducted four CG aviators into its display.

The ceremony took place in the museum's Hangar Bay One hosting more than 300 CG men and women, retired military personnel and other guests.

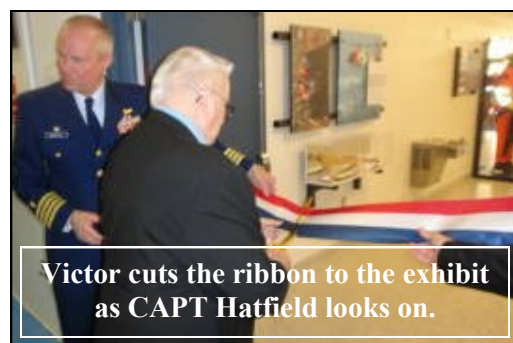
[Your CGAA donated \$11K for this project...Ed]

- See more on the Ptero website, aoptero.org ("History's Dedication to CG Aviation") or at : <http://coast-guard.dodlive.mil/2015/01/historys-dedication-to-coast-guard-aviation/#sthash.FqwgV5ii.dpuf>



Pteros VADM (Ret.) John Currier (l), Av. 1877, Frank Leamy, Jr., P-2820, CAPT (Ret.) George Krietemeyer, Av. 913, and RADM. Jake Korn, 7th District commander, Av. 2209, stand in front of a restored Douglas RD Dolphin FW aircraft after a dedication ceremony of the CG aviation section at the National Naval Aviation Museum. The restored Douglas RD Dolphin was flown by RADM Frank Leamy, Sr., who served in the Coast Guard from 1922 until he retired in 1960.

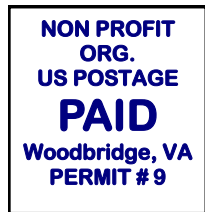
'Rescue Swimmer' FROM 4



Victor commented that he "... was sure impressed with the Rescue Swimmer facility! Back in 1955 we had no training; just go down and do the best that you can. My family and I sure are very proud. Who would have guessed that 60 years later this would have come about. Too bad that Joe Accamo, Hank Pfeiffer and George Thometz could not have been there. What a wonderful memory to have shared together!"



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



 Address Service Requested



Ptero Arnold 'Ack' Adams, P-2657, at home in Silver Spring, MD in December 2014. See his story on 'JATO' on P. 10. [Ack' was born on 2/26/18. Could he be our oldest Ptero Aircrewman?....Ed]

Centennial of Coast Guard Aviation Pterodactyl Working Group

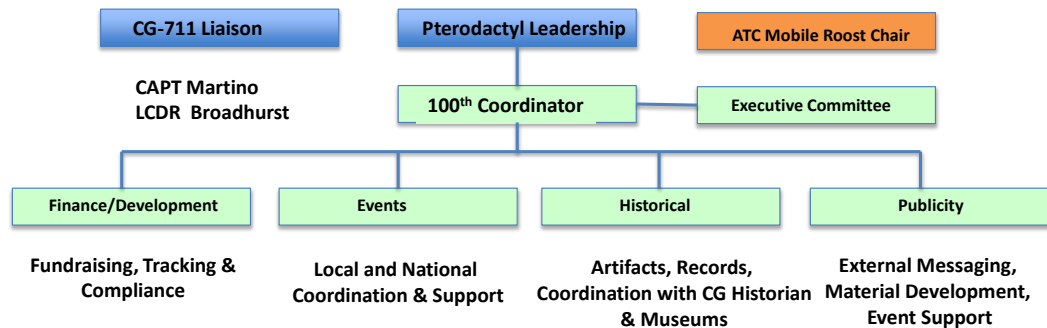


Figure 2

MAIL Pg. 16

THAT'S NOT ALL !!