



PTEROGRAM

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

Sitrep 1-18 Spring 2018

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

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Pforty-second CGAA Roost Coming to Traverse City

Ptero Mark Benjamin, aviator 1665, and the fellow members of his bi-monthly Traverse City Ptero breakfast meeting of former Coast Guard aviators and other friends have graciously volunteered to host our next CGAA gathering honoring the CO Ptero CDR Nathan Coulter, Av. 3406, and the men and women of Air Station Traverse City from 6-9 September. Photo shows the January meeting of the "breakfast club" at Brady's. They, along with many others, constitute your 2018 Roost committee. From lower left clockwise: Don Struther 2222, Paul Klein CW3 ret, Craig Dilloway CW3 ret, Eric Oredson LT 4596, Mark Benjamin 1665, Scott LaBarre US Army liaison, Jim Wright 1312, Randy Blunck CW4 ret, Russ Gilbert LT ret, Ron Ridge CW4 ret, Fritz Barrett USAF Liaison, Larry Manthei 1719, Tom Allard 1748, Tom Haase 1948, Chuck Biladeau CW4 ret, Rick Bielewicz, & Terry Walter AMTC.

We will gather at the Great Wolf Lodge. Please see Page 7 for reservations info.



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 2018, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website. MOVING?? Please let us know.

<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: Once again, our membership has risen to the challenge and funded an aircraft restoration. Thanks to George Kriemeyer and John Currier, CGAA was able to enter into an agreement with the National Naval Aviation Museum, and its Foundation, at Naval Air Station Pensacola, Florida, to restore the HH-3F, CG-1486, that they had stored there for many years. Once restored, the aircraft will be displayed on a concrete pad outside of the Coast Guard exhibit. While some funds for this restoration came from corporate sponsors, by far the lion's share was contributed by our members. Thanks to all of you who so generously contributed to this effort. As the Navy will celebrate the 75th year of naval helicopter usage this year, the expectation is that our aircraft will be on display by the museum's annual symposium this May.

Chris Dewhirst is stepping back from his career as a financial advisor and has agreed to take on the role of our VP for Corporate Development. That has generated a need for us to develop an organizational strategy, so that we can better explain to potential donors what our Association is about. We are all aware that our organization has conducted two successful aircraft restorations, one being the HH-52, CG-1426, and the other being the HH-3F currently being restored in Pensacola. In addition, we typically contribute to memorials when CG crewmembers are lost in aircraft accidents. Over the course of the next few weeks, your board will try to determine if we should add to those endeavors. Once we have a proposed organizational "strategic plan," we will put it out to you for a vote.

I look forward to seeing as many of you as possible in Traverse City at this year's Roost. Fly Safely! Jim Van Sice

Taps

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

Garnet Midgett (Spouse of Ptero Ara E. 'Ed' Midgett, Jr., 799), 10/13/17

Ara E. 'Ed' Midgett, Jr., 799, 11/6/17

Donald M. Thomson, Jr., 823, 7/17/17

Thomas L. Osborne, 1127, 2/4/18

New CGAA Members Since 10/1/2017. Welcome Aboard!

Nicholas Cage,	P-4538	Honorary
William (Bill) Daves,	P-4540	
Ludwig Alexander Deglmann,	P-4542	Life, Associate
Wes Fleming,	P-4741	Life
Bruce Huntsman,	P-4751	Life
Michael Lund,	RS-394	
Ryan Major,	P-4539	
Patrick Keller,	P-4543	
Michael Morano,	P-4541	
Joshua L. O'Brien,	3803A	Life
David L. Rabitor,	2547	Life
Shannon Scaff,	RS-437	Life
Jim Vance,	1641	Life
Mark Creasey	P-4748	Associate
Randall Coyne	P-4747	Associate
Jeffrey Tunks	RS-46	Life
RADM William Jenkins	171	Life



POPDIV AVDET 67, Deepfreeze 78. See Related Story on P. 19

LCDR CROUTHERS, AMC BRUCE, LT VOLK, AE2 ELLIOTT, AD1 ANDERSON, AD2 PERKINS, ASM1 ENDROSSEK, AD2 HENNEMAN, AT2 MATTHEWS, LT UTLEY, AT1 ROBERSON, LT HALLOCK, AE2 REEVES

CGAA Vice-President, History Ptero John 'Bear' Moseley Presented the First CGAA 'President's Award'

By Ptero Executive VP Mark D'Andrea, Aviator 2359

COAST GUARD AVIATION ASSOCIATION



The Association President

IN RECOGNITION of notable services that have greatly contributed to the preservation of the history of Coast Guard Aviation takes pleasure in presenting the

PRESIDENT'S AWARD

to

Mr. John E. "Bear" Moseley

James C. Van Sice

September 14, 2017

On 26 January, Ptero 'Bear' Moseley, aviator 743, was presented the first CGAA 'President's Award' by CGAA Executive Vice-president Ptero Mark D'Andrea, aviator 2359, representing CGAA President Ptero RADM Jim Van Sice, aviator 1777, at HITRON in Jacksonville, FL. Bear was recognized for his dedication to preserving CG Aviation history, his service as the Ye Olde Historian for CGAA and numerous individual acts of service over the last 25 years. Bear's selfless devotion was recognized with the presentation of the CG Aviation Association "President's Award". The "President's Award" may be awarded by the CGAA President to any person who distinguishes themselves through exceptionally meritorious service to the CG Aviation Association.



Mark (L) and 'Bear'

Bear was recognized for authoring the "*Chronological History of Coast Guard Aviation*," that captures significant CG Aviation events and milestones from its inception in 1916 to the present. He was responsible for recognizing the eleven CG helicopter pilots who fought in Viet Nam as part of the USCG/USAF exchange program. The eleven were ultimately inducted to the CGAA Hall of Honor in recognition of their heroism and exceptional performance. He also researched and recommended an award be established to recognize acts of "extraordinary heroism" in non-combat environments. The *Coast Guard Cross* was established by the CG as a result.

His expertise was and continues to be sought by many. He was key to developing "*Into the Blue*" at the Museum of the Albemarle in Elizabeth City, North Carolina; developing the CG history walk at Arlington National Cemetery for the aviation commanding officers conference, speaking to the accomplishments of CG Lieutenant Jack Rittichier, who was killed in action on June 9, 1968, flying as a USAF exchange combat SAR helicopter pilot in Viet Nam. In 2010, Mr. Moseley was a prime mover working with the city of Jacksonville, Florida, in planning an exceptional annual CGAA "Roost" convention. During 2016, he authored weekly history "blogs", to inspire public appreciation for the 100th anniversary of Coast Guard Aviation. Most recently, he was pivotal in rewriting content, archiving photographs and personal histories of notable CG Aviation personnel for the updated Association of CG Aviation History website, bringing our rich heritage to life across the globe.

The award was presented by Mark D'Andrea and Ptero CAPT Michael Campbell (CO HITRON), aviator 3380, before approximately 75 members of the assembled HITRON crew and officers. Bear was presented with a congratulatory letter from our Ancient Albatross, Ptero VADM Charlie Ray, aviator 2311, displaying the Coast Guard's appreciation and recognition, followed by presentation of the "President's Award" citation and commemorative trophy to mark the occasion. In acknowledging his award, Bear commented that: "I deeply appreciate the recognition that was given to me. I did not do it alone. I sincerely wish to thank all who assisted me, gave guid-

ance, worked many hours and made these accomplishments possible." Finally, the awardee was joined by the crew for pizza and drinks during which Bear provided a running dialogue and chronology of CG aviation was during the 1950's and 1960's and how he has seen things change and improve in the following years.

HITRON Jacksonville graciously hosted the event at their hangar at Cecil Field near Jacksonville. Bear thanked all for being there to recognize his humble contributions, provided vignettes of his time flying SA-16's out of Air Det Biloxi, Air Det Guam and finally at Air Det Washington – the predecessor to today's Air Station Washington. When he was denied the opportunity to serve in Viet Nam as a Coast Guardsman as the war increased in intensity, he left the CG in late 1966 to fly 707's hauling cargo to and from Viet Nam. He flew with the American Airlines Air Force MAC civilian contract division. Two years later, he transferred to American Airlines domestic operations and flew the line for 25 years before retiring. It was during his stint with American Airlines that he was dubbed 'The Dancing Bear' for his antics entertaining a passenger on a flight.

Bear became a life member of the CG Aviation Association in 1987 – for, as he says, – "the memories, camaraderie and the fact that there is no such thing as an ex-Coastie".

Congratulations Bear Moseley – the CG Aviation Association thanks you for your many years of service!

Also, thanks to CAPT Michael Campbell, Ptero CDR Jared King (XO), aviator 3506, and LT Lauren Smith, aviator 4489, and all the HITRON Jacksonville staff for their kindness in hosting the awards ceremony. HITRON hit a home run with venue, presentation and camaraderie! It is truly an honor to be on a CG station among the active duty force.



CAPT Campbell (L), Mark, Bear, & CDR King

Congratulations!

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Memorial Service Held for Crew of HH-52A CGNR 1363



Wreckage of CG 1363, that crashed on a mountain in a severe storm during a rescue operation Dec. 22, 1964, remains at Strawberry Rock in Trinidad, CA, on Dec. 22, 2017. (CG Photo)

MCKINLEYVILLE, CA — The Coast Guard held a memorial service at Strawberry Rock in Trinidad on 22 December to honor the crew and passengers of the CG-1363, an HH-52 Seaguard helicopter that crashed in a severe storm there during a rescue operation Dec. 22, 1964.

LCDR Donald Prince, from New Jersey, Royal Canadian Navy Sub-Lt. Allen Leonard Alltree and PO2 James A. Nining, Jr., from Virginia, an Air Station San Francisco-based helo crew, and Bud Hansen, a citizen volunteer, were honored during the ceremony.

On Dec. 22, 1964, the helicopter crew was dispatched to Humboldt Bay, where roads were closed from flood damage, to assist with evacuations. At 2:48 p.m., the helicopter arrived in the Humboldt Bay area where Hansen, a local resident, volunteered to join the crew to help spot flood survivors and to help orient the crew to local landmarks. The helicopter crew, along with Hansen, began evacuating people from roof tops and flood areas, ultimately saving 10 lives.

At 6:03 p.m., weather conditions worsened and the Arcata Airport Flight Service Station (FSS) received a radio call from the helicopter, which was trying to land with three rescued people

aboard in low visibility and high winds. Approximately eight minutes before the radio call the airport had lost power, disabling the radio navigation beacon that was necessary to navigate to the airport. FSS instruments indicated that the helicopter was northwest of the airport. The controller continued to radio the pilot steering directions to help him land.

The pilot reported that he was at 1,000 feet and asked if that altitude would clear all obstructions along his path to

the airport. The FSS controller replied that 1,000 feet might be inadequate due to high terrain just east of his bearing. A citizen living 12 miles north of the airport along the coast reported seeing a helicopter about one mile off shore and heading south. FSS attempted to relay the report to the pilot but could not regain communications. Repeated calls to the helicopter were met with silence.

Three days after losing contact with the crew of CG 1363, a U.S. Navy helicopter from the U.S.S. Bennington located the crash and directed ground search parties to the site. The helicopter had crashed on a slope at 1,130 feet of elevation nine miles north of the Arcata Airport near a landmark today known as Strawberry Rock. Located with the wreckage were seven dead; the three crewmen, Hansen, two women and an infant girl.

In 1998, members of the Coast Guard Sector Humboldt Bay Chief Petty Officer's Association organized an effort to establish a memorial on the grounds of Sector Humboldt Bay.

The memorial was erected to honor the CG 1363 crew, the crew of the CG-6541 that crashed in 1994 and the crew of the CG-6549 that crashed in 1997.



Ptero George Krietemeyer Named Mobile's 'Veteran of the Year'

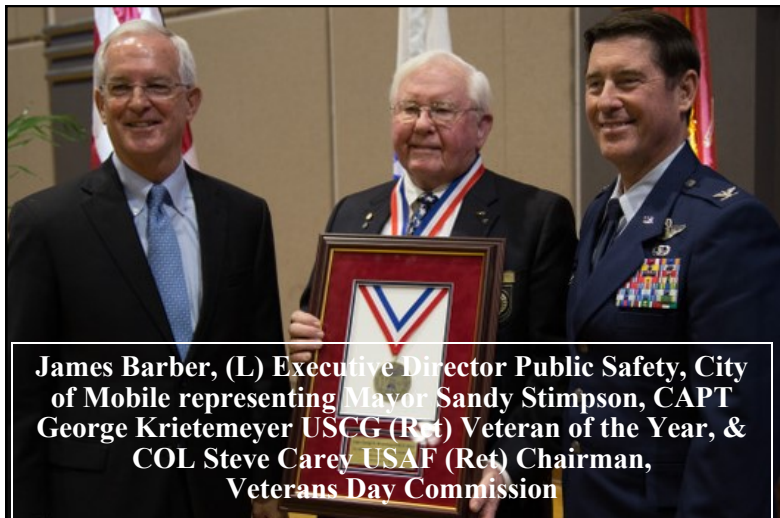


Ptero Past Prez George Krietemeyer, Aviator 913, was selected by the Mobile Bay Area Veterans Commission as the 2017 Veteran of the Year. CAPT Krietemeyer, a 1959 Coast Guard Academy graduate, amassed over 5,000 flight hours as pilot of amphibious aircraft and helicopters during his 32-year career.

Prior to serving as Chief of the Training and Education Division in CGHQ, CAPT Krietemeyer commanded the Aviation Technical Training Center, Elizabeth City, NC and Mobile's Aviation Training Center. In recognition of his significant contributions, he was awarded four Meritorious Service Medals and numerous other decorations. He also received the Coast Guard's Distinguished Public Service Award for his contributions after retirement.

George served for ten years as Director of Organizational Development for the City of Mobile. His efforts were instrumental in improving the efficiency and effectiveness of government operations and led to Mobile's successful effort to win the prestigious Alabama Quality Award in 1998.

He has been a trustee on the Naval Aviation Museum Foundation Board for over 20 years and was a Commissioner for the Battleship ALABAMA. He led the successful fundraising campaign to build the FALLEN GUARDIANS MONUMENT at Battleship Alabama Memorial Park. The monument was dedicated in November 2015 to honor Coast Guard personnel who lost their lives in Alabama while performing operational missions.



James Barber, (L) Executive Director Public Safety, City of Mobile representing Mayor Sandy Stimpson, CAPT George Krietemeyer USCG (Ret) Veteran of the Year, & COL Steve Carey USAF (Ret) Chairman, Veterans Day Commission

Ancient Al #25 Letter to Pteros



Greetings fellow Pteros:

I have had the good fortune to travel to Air Station's Elizabeth City, Houston and Corpus Christi in the past few weeks. I was also able to visit our Aviation Technical Training Center and our world class Aviation Logistics Center. Finally, I was able to participate in the winging ceremony at Training Wing 4 for our two newest fixed wing aviators who will be assigned to CGAS Corpus Christi. As always, it was inspiring to visit these important operational, training and maintenance units and to get energized by the young

Coasties who are fired up about our missions. It was also insightful to listen, first hand, to the challenges they're facing.

Our team at ATTC has made great strides to close the AMT and AET gaps we had in the fleet. We're still challenged to meet our AST requirements, but the team there is leaning into this problem and I'm confident they'll increase graduation rates without sacrificing the standards we depend upon. At ALC, the teams are tackling the "new" challenges of learning to maintain the C27's and improving availability for the long haul. Concurrently, they're working through the issues to extend the service lives of our H65 and H60 fleet and it is truly amazing what they're able to do with an airframe, with the right resources. It renewed my commitment to getting them the resources they need.

At the operational units, I spoke extensively with our pilots about retention. As you all are aware, the airlines are hiring and it is important that we understand the choices our aviators are facing and to consider all options to ensure we have sufficient folks onboard to execute our missions. I am ded-

icated to addressing this issue.

Finally, it was a thrill to experience, once again, the joy of young aviators earning their wings and preparing to enter the fleet. Both the pilots winged are heading to Corpus to fly C-144's and they are extremely excited and motivated. Regardless of the challenges, which we will face and overcome, these two young aviators reminded me of what a World Class Aviation Operation we have in the Coast Guard and how fortunate we are to be associated with it. Thanks for your continued support of our great Service.

Semper Paratus!

VADM Charlie Ray

Aviator 2311



Enlisted Ancient Al #11 Report to Pteros



I have had the opportunity to don the Enlisted Ancient Albatross attire and represent the Pteros at a number of events. In November, I traveled to Mobile, AL to take part in the Mobile Area Leadership Symposium. I participated in mentoring events including a Master Chief Panel. Following the Symposium, I visited Aviation Training Center Mobile where I held a Chiefs call and visited shop spaces speaking with members in an informal setting. This is always an excellent opportunity to participate in discussions on things currently affecting the enlisted workforce. While visiting ATC Mobile, I attended an all hands event where I donned the Enlisted Ancient Albatross attire and pinned Aircrew wings on eight of ATC Mobile's recently qualified Enlisted Aviators!



Pinning on Aircrew Wings



ATC's Newest SAR Aircrewmembers



Enlisted Ancient Al with ATC Mobile's Chiefs' Mess

In January, I traveled to Elizabeth City's Aviation Technical Training Center, where I spoke at the graduation of AMT Class 139-18. As the Enlisted Ancient Albatross, I enjoy the opportunity to interact with the Coast Guard's enlisted aviators that will be flying our Coast Guard aircraft long after I am retired.

Ptero Kit Harris, P-4427



AMT Class 139-18



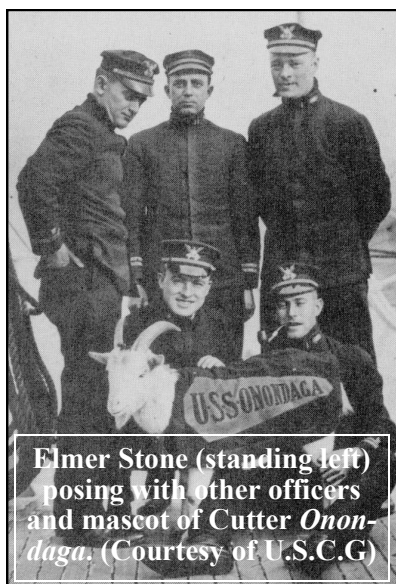
Honor Grad AMT3 Mayer

Elmer F. Stone: American Aviation Innovator and Pioneering Aircraft Pilot

By William H. Thiesen, Ph.D. Atlantic Area Historian, USCG

Coast Guard aviators have always been in the forefront of technological change and put themselves in harm's way to complete the mission. Coast Guardsmen have risked their lives to pioneer the development of the helicopter, and the rescue swimmer program; while others have served as astronauts in the Space Shuttle Program. Service personnel have flown rescue missions in all sorts of weather conditions from the jungles of Vietnam, to the treacherous Bering Sea, to the frigid ice cap of Greenland. So, it should come as no surprise that a CG aviator was the first to cross the Atlantic by aircraft.

Elmer Fowler Stone topped the list of applicants for the class of 1913, a small group that would feature several distinguished graduates in the history of CG aviation. In three years, Stone graduated from the CG Academy and received a commission as a third lieutenant. His first assignment was the cutter *Onondaga*, patrolling the Mid-Atlantic Coast out of Hampton Roads.



Elmer Stone (standing left) posing with other officers and mascot of Cutter *Onondaga*. (Courtesy of U.S.C.G.)

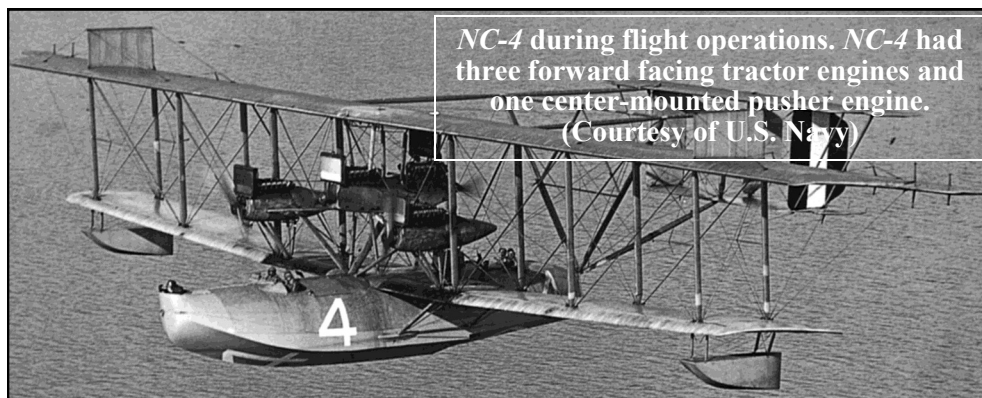
Despite his skill as a line officer, Stone's interest and true aptitude lay with matters of engineering and technology. The Curtiss Aeroplane & Motor Company established one of the nation's first flying schools in Newport News, Virginia, next to *Onondaga's* dock. In early 1915, after witnessing Curtiss's seaplane operations, Stone experienced his own first flight in a Curtiss F "flying boat." The flight convinced Stone that aviation could revolutionize the Coast Guard's traditional missions of search and rescue, and law enforcement.

Stone became a driving force behind early CG aviation, but he had to con-

vince other service members to join the cause. The movement gained momentum as, one-by-one, other officers backed his effort to establish a Coast Guard aviation branch. By early 1916, CG commandant Ellsworth Bertholf had become a believer and sent Stone to the U.S. Navy's new flight school in Pensacola, Florida. By the end of 1916, it seemed that aviation was well on its way to becoming an accepted part of CG operations.

With World War I heating up in Europe, the early movement for CG aviation slowed to a standstill. And, as the United States entered the war, the CG was transferred to the Navy Department by executive order. In September 1918, Stone received promotion to first lieutenant and by early spring of the next year, the Navy transferred him to Naval Air Station Rockaway, in New York, to serve as a pilot in NC Seaplane Squadron One. His mission was to pilot the *NC-4* in the first attempt to fly across the Atlantic Ocean.

The aircraft stationed at Rockaway were large "NC" (Navy-Curtiss) flying boats. The NC's had a biplane design with three forward facing tractor engines and a fourth center-mounted pusher engine facing to the rear. Each NC flying boat had a crew of six, including the pilot, co-pilot, radio operator, engineering officer, assistant engineer and commanding officer/navigator. Fully loaded with 1,800 gallons of fuel, the aircraft weighed about 28,000 pounds, 4,000 more than under normal conditions. These overloaded aircraft had to fly nearly two miles at full speed to get airborne.



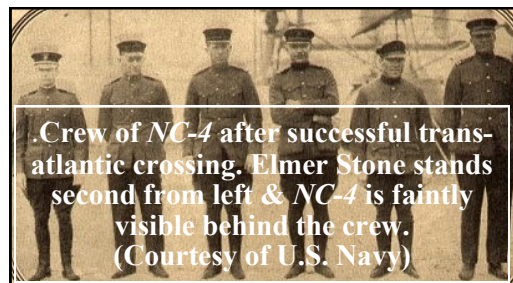
NC-4 during flight operations. *NC-4* had three forward facing tractor engines and one center-mounted pusher engine. (Courtesy of U.S. Navy)

On Thursday, May 8th, 1919, *NC-4* took flight along with squadron aircraft *NC-1* and *NC-3*. The seaplanes' first leg would take them from Rockaway, east to Halifax, Nova Scotia. The NC flying boat's complex design proved problematic for such an endurance run. After only four hours in the air, *NC-4* suffered

a broken connecting rod forcing it down for repairs near Chatham, MA Naval Air Station. After making it to Halifax, the crew found that *NC-4's* steel propellers had cracked and replaced them with wooden ones. From Halifax, Stone piloted *NC-4* east to Trespassy Bay, Nova Scotia, their jumping-off point for Europe via the Azores.

Along the leg crossing the Atlantic, the Navy stationed destroyers at fifty-mile intervals to serve as beacons and guard ships in case the aircraft required assistance. After several hours over the Atlantic, the crews of *NC-1* and *NC-3* became disoriented by poor weather and tried to land their seaplanes to obtain a celestial navigation position. Landing in heavy seas damaged both of the seaplanes, rendering them incapable of further flight.

Maintaining the only accurate navigation plot, *NC-4* avoided disorientation and arrived at its destination in the Azores. From there, Stone's flying boat continued on to land in the Tagus River in Lisbon, Portugal, before continuing its flight to Plymouth, England. In the early afternoon of Saturday, May 31st, 1919, after fifty-four hours in the air, Stone landed *NC-4* in Plymouth harbor, becoming the first man to pilot an aircraft across the Atlantic. Stone completed his transatlantic flight eight years before Charles Lindbergh's famous solo crossing in the *Spirit of St. Louis*.



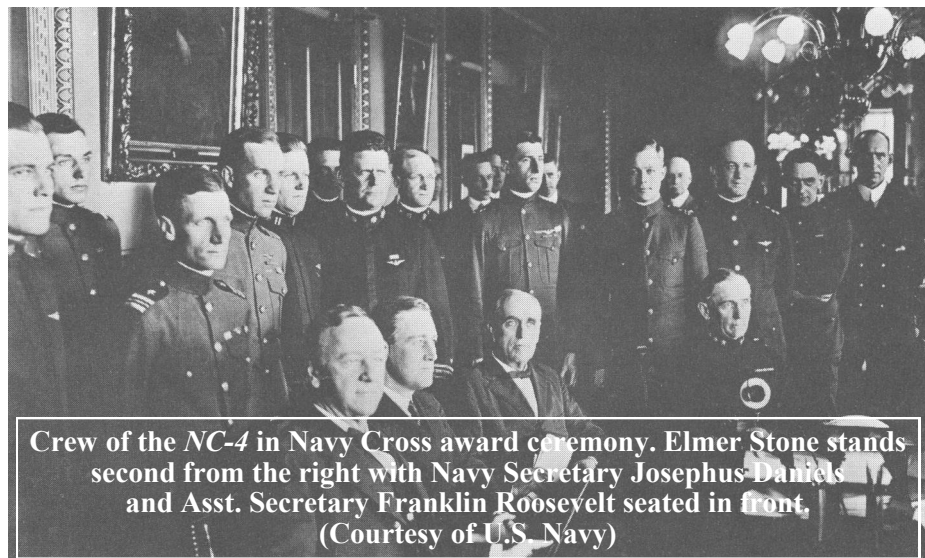
Crew of *NC-4* after successful transatlantic crossing. Elmer Stone stands second from left & *NC-4* is faintly visible behind the crew. (Courtesy of U.S. Navy)

Stone and the crew of *NC-4* had proven the feasibility of transoceanic flight and their achievement attracted worldwide attention. The men were recognized with the Order of the Tower and Sword, Portugal's highest award; a French silver medal commemorating *NC-4's* historic flight; and Great Britain's

Royal Air Force Cross. Upon their return home, Navy Secretary Josephus Daniels awarded the NC-4 crew the Navy Cross and later Congress struck a unique NC-4 Medal specifically for the crew of the record setting aircraft.

With the war over, the Navy returned the CG to the Treasury Department and Stone received assignment as executive officer on the cutter *Ossipee*. In 1920, the CG resurrected its fledgling aviation program and established its first air station at Morehead City, North Carolina. The Service designated Stone as CG Aviator #1 and assigned him to refurbish and prepare four flying boats to operate at Morehead City Air Station. Stone continued to pioneer the role of Coast Guard aviation until his untimely death in 1936, while commanding the Coast Guard Air Patrol Detachment at San Diego.

During his Coast Guard career, Elmer Fowler Stone accomplished a great deal.



Crew of the NC-4 in Navy Cross award ceremony. Elmer Stone stands second from the right with Navy Secretary Josephus Daniels and Asst. Secretary Franklin Roosevelt seated in front.
(Courtesy of U.S. Navy)

He served his country selflessly for over twenty-five years and championed the cause of early Coast Guard aviation. His medals and awards included the Navy

Cross, Congressional NC-4 Medal and various foreign awards and honors. And, he was the first man in history to pilot an aircraft across the Atlantic Ocean.

2018 PTraverse City ROOST Hotel Info/Reservations



The 2018 Ptero Roost will be September 6-9 at the Great Wolf Lodge, 3573 N. U.S. Highway 31S in Traverse City, MI 49684. Located just a few miles from Lake Michigan, Great Wolf Lodge is a world class facility which features unique attractions, dining options, shopping outlets, a Conference Center with a highly professional atmosphere and so much more.

Your Roost committee has negotiated a low price of \$99.00 per night plus tax. Rooms blocked for our use are Family Suites with two Queen beds, a living room area and a small outside deck area. Rate is based on an occupancy up to 4 persons. Additional occupants beyond 4 will be charged \$50 per person. Maximum occupancy is six. Rooms with King beds are not available under our group code. This is a golden opportunity to visit old friends as well as beautiful Traverse City and Northwest Michigan with the Annual Roost as the focal point of your visit, at a very low cost. Additionally, Great Wolf is offering a 10% Military discount on all food and beverage as well as gift shop purchases. Simply show your Military ID at time of purchase.

Make hotel reservations by calling the toll-free Great Wolf Central Reservations Department at 1-866-962-9653. Identify yourself as attending our Annual Convention with Group Reservation number 1809COAST. Reservations may be made on line at www.greatwolf.com. Select location, Traverse City, type in the dates desired, number of guests, and the group code (1809COAST) BEFORE selecting 'book now,' otherwise the discounted rates will not show. Reservations deadline is August 16, 2018. All reservations must be guaranteed by the individual and accompanied by a first night room

deposit guaranteed with a major credit card. Each individual has up to 72 hours prior to arrival date to cancel the reservation with a \$40.00 cancellation fee. This is an administrative fee charged by several hotels in the Traverse City area and only applies to a complete cancellation. The fee may be waived with good cause. If reservations are cancelled within 72 hours of the arrival date, 100% of the first nights room rate plus tax will be charged to your credit card or taken from the deposit.

If you have already made a reservation and now wish to make a revision to your stay, you MUST call the Reservations Department at 1-866-962-9653. Revising your reservation on line will not work.

Once you make your reservation, you will receive a confirmation E-mail from Great Wolf. In addition to the nightly rate of \$99.00 plus 11% tax you will see a "Resort Fee" of \$29.99. We successfully negotiated this fee out of our contract. However, despite the best efforts of Great Wolf Tech support, they are unable to make that automatic charge go away. Fear not. The resort fee will be deleted prior to your check out. The cost to you will be \$109.89 per night. For questions or to report any problems e-mail: roost18@cgaviationassn.org

More information on official Roost events, activity sign up, as well as self guided visitor information will follow soon.

See AIPtero email of 23 January 2018 to access the lodge web-site.



2018 Traverse City Roost Committee Report

By Ptero Mark Benjamin,
Aviator 1665

This year's annual Roost returns to one of Coast Guard Aviation's favorite locations. Traverse City still has that small town, middle America feel. As anyone who has been stationed here knows, the community is family friendly with plenty of outdoor activities and shopping for everyone. Additionally, our community is very supportive of the Coast Guard and, in fact, has been officially designated by Congress as a Coast Guard City.



The roost will officially commence on Friday morning, September 7th, with our traditional Golf Tournament which will be held at Elmbrook Golf Course. We plan to continue the tradition started at the Atlantic City Roost where the winning team will be awarded the coveted Ptero Golf Tournament "Blue Jackets,"; similar to the 'Masters' Green Jackets!?! If you plan to play in the golf outing, you will want to arrive on Thursday. The hospitality room will be open in the hotel beginning on Thursday evening. In addition to golf, on Saturday there will be other organized activities such as wine tours, a tour of the Building 50 complex (community art/retail center), a West Grand Traverse Bay sailing excursion, a

motor tour of Sleeping Bear Dunes National Lake Shore (including a restored Coast Guard Life Saving Station), as well as an opportunity to enjoy downtown Traverse City as a self guided event. More details regarding these events will be provided in the Summer P-Gram. Friday evening, we will host the traditional welcome reception including drinks and hors d'oeuvres. This is our traditional opportunity to rekindle old friendships and make new ones. Ptero leadership will be in attendance. We also plan to recognize all former Air Station Traverse City Commanding Officers.

Saturday the 8th brings the annual business meeting at the hotel. We encourage everyone to attend this important meeting to participate in the governance of the CGAA. The current slate of officers has served for several years now and, in accordance with our by-laws, elections must be held. An official vote cannot be held unless at least a quorum (100) of members is present. Please, support the Pteros by attending the business meeting. Additionally, CG-711 will provide an Aviation program update.

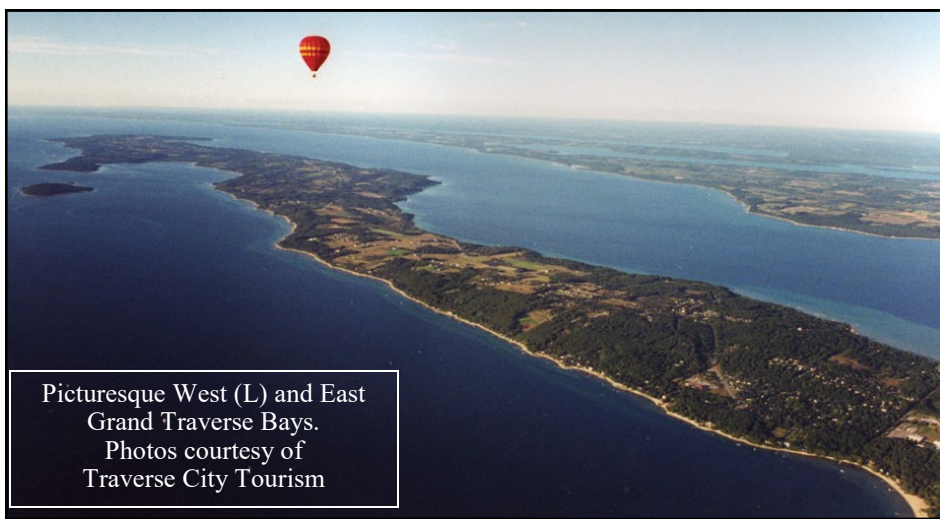
Saturday afternoon will include various other organized and self-guided events described above. During the evening, we will host the annual awards dinner in the main conference room at the Great Wolf Lodge. This year's awards banquet is sure to be special in light of the three major named storms that hit Texas, Florida and Puerto Rico in quick succession in 2017. This year also marks the 50th anniversary of the death of LT Jack Rittiichier, a Coast

Guard pilot who died heroically in the Vietnam war.

Sunday the 9th will be the last official event of the 2018 Roost with a Barbecue at Coast Guard Air Station Traverse City hosted by unit Commanding Officer and Ptero Life member, CDR Nate Coulter. The event will start at 1100 with food served promptly at noon.

The 2018 Roost provides a golden opportunity to visit beautiful Northwest Michigan. The 6th, 7th and 8th of September are Roost "core dates". However, you may book room reservations before or after core dates. If you do, make sure to ask for the GWL military discount which will be slightly higher than the convention rate of \$99/night. We encourage all to leave plenty of time to visit old friends, take in the Mackinaw Bridge and Mackinaw Island as well as the many other beautiful sights of Northern Michigan. So, if you haven't already, make your hotel reservations now by calling 1-866-962-9653. Give them our Group Code 1809COAST. Reservations may be made on line at www.greatwolf.com. Select location, Traverse City, select your desired dates, number of people and our Group Code 1809COAST. Be sure and enter our Group code or the contracted room and rates will not appear. Rooms with two queens are at \$99.00 plus tax (\$109.89). Hotel reservations must be made by August 16th. These rooms hold up to four people at our contracted rate and two more at \$50 each per night to a maximum room capacity of six. Keep in mind that GWL is a very popular resort chain so expect delays when trying to book at peak times. Suggestion: if you have any difficulty with the web site, try calling on the phone to speak to a reservation agent.

In the next Pterogram, look for detailed information regarding Roost events, times, costs, etc. In the meantime, check for updates through ALPTEROs and at aoptero.org.



Picturesque West (L) and East Grand Traverse Bays.
Photos courtesy of Traverse City Tourism

AirSta New Orleans SAR Aircrewman Honored at 'State of the Union' Address



On 30 January, President Donald Trump and First Lady Melania Trump hosted AET2 Ashlee Leppert as one of their special guests at the president's first State of the Union address in Washington D.C. Leppert, stationed at Air Station New Orleans, was seated with the first lady during the address.

Leppert was chosen for her dedication to duty during the 2017 Hurricane Harvey response in Houston. As her aircrew battled intense rain, gusting winds, and extremely low visibility, Leppert demonstrated exceptional focus, repeatedly performing rescue hoists of people in distress in severely damaged and flooded buildings amid live power lines, towers, and trees. Her actions were instrumental in saving 49 lives.



Another 'Gram Sighting



The photo above was taken New Years eve on a snorkeling trip. For the San Juan bunch, there was a lot of nostalgia for us visiting all the islands 50 years later. When we spent RONs on Martinique and stayed at the 'Mal Maison' hotel, the CG did rescue the owner and his son (adrift for 5 days) and ever after we were guests at the hotel. Ptero Art Ross, Aviator 1142

HH-3F CGNR 1486 Refurbishment SITREP

(2/21/18) Painting Underway
1486 at the National Naval Aviation Museum, Naval AirSta Pensacola, FL.
Corrosion abatement completed.

A/C surface prepped with mechanical and chemical paint/corrosion removal. Surface preparation is the most tedious step to prepping the 1486 for museum display. Surface primed and first coat applied.

Anticipate aircraft completed by the end of March.

The 1486 was delivered to the National Museum of Naval Aviation on 10 June 1994 by Ptero Dave Spraklen, Aviator 2387, and Rick Ehret, Aviator 2306, from Air Station Clearwater. The Air Station had just completed converting from 12 H-3s to 12 H-60s. Rick and Dave were scheduled to transfer to HQ tours so they did not make the H-60 transition. Dave went to G-SEA now known as CG 41 and Rick went off to the Pay Center.

Support the Project and Add Your Name to the Crew Roster

Support the effort and place your name tag in the A/C with a generous contribution. Join the 150 of your fellow Pteros and Aviation Enthusiasts who have contributed.

To contribute online and for more information click on:

<https://aoptero.org/index.php/about/hh-3f-1486-refurbishment-campaign/>

To contribute by US Mail – Make checks payable to CGAA

Be sure to include your name tag and address to:

Jay Crouthers (CG-1486)

1014 Dockser Drive

Crownsville, MD 21032-1226

For more information, contact campaign committee members:

Mark D'Andrea mark.j.dandrea@live.com (727) 288-6679

Jay Crouthers cdrijay@iglide.net (410) 279-4221



December 6, 2017

Coast Guard Aviation Association
CDR Benjamin J. Stoppe, USCG (Ret)
Treasurer
PO Box 940
Troy, VA 22974-0940



Dear Commander Stoppe,

Thank you for your generous donation to the Naval Aviation Museum Foundation in support of the restoration of the HH-3F Pelican. Your support of this national treasure is greatly appreciated and we pledge to continue our efforts to keep your trust in our mission as we display our heritage and educate the public about Naval Aviation. Once restoration is completed, any remaining funds will transfer to an unrestricted general contribution account and not remain restricted to the HH-3F Pelican.

The Naval Aviation Museum Foundation is an organization as described in Section 501(c) (3) of the Internal Revenue Code. The Naval Aviation Museum Foundation's Employer Identification Number (EIN) is 59-6178237. No goods or services were provided in consideration of this gift of \$30,000.00 which we received on November 20, 2017.

Again, thank you for your continued and valued support so that the Museum and the Foundation are able to soar to new heights of excellence!

Sincerely,

Stephanie J. Pugh

Stephanie J. Pugh
Director of Museum Development

Thank you!

U. S. Coast Guard Aviation Logistics Center

We keep 'em flying...



LEADERSHIP

Commanding Officer:

Captain Randal Hartnett

Executive Director:

Edward Gibbons

Executive Officer:

Commander Matthew Farnen

Command Master Chief:

Master Chief Ann Logan

PERSONNEL

Active Duty Military: 192

Civilians: 559

Contractors: 650+



AS9110 • OHSAS18001
ISO14001 • ISO9001

The Aviation Logistics Center (ALC) is the hub for Coast Guard aviation logistical support. We provide support through depot-level maintenance, engineering, supply, procurement, information services, and acquisition project execution; sustaining and maintaining the airworthiness of our fleet.

Depot level maintenance involves a complete teardown and inspection of all 204 USCG planes or helicopters on a four year recurring schedule. Additionally, modifications and upgrades are completed during this process to contribute to the lifecycle extension for all of the platforms in our fleet. Currently, the MH65 is undergoing an E-Model upgrade while Navy conversions are being completed in order to extend our UH60 fleet. The HC144 is undergoing a refresh, upgrade, and conversion to resolve obsolescence in its flight management systems. Finally, work with Lockheed's analysis team has extended the HC-130H's life-limit beyond 2023.

ALC also provides additional services to support the air stations. In 2017 this included 12 Logistical Compliance Inspections (LCIs), dispatching 31 field team units for depot level repairs, 104 aircraft transfers, 5 continuous process improvement events, and supporting 35 locations with the aeronautical support equipment program. As the Coast Guard's aviation Inventory Control Point (ICP), we also processed 161,000+ parts requisitions valued at over \$1.1B. The Industrial Operations Division has also added 3D parts printing to meet prototyping demand and certified the engine test cell for the HC144 engines.

To optimize the completion of such overwhelming support, the ALC has implemented the Enterprise Production System (EPS) across the organization to identify and address our constraints. This business practice has helped streamline production processes and reduce costs. Additionally, to improve continuity and oversight, the personnel management structure added a GS-15 Executive Director to our ranks, mirroring the USCG's other logistics centers of excellence.

SHORT RANGE RECOVERY

- 98 H-65's at 17 air stations
- 22 aircraft overhauled annually



MEDIUM RANGE SURVEILLANCE

- 14 HC-27's at 1 air station & ALC
- 2 aircraft overhaul prototyping
- 18 HC-144's at 4 air stations
- 17 Mission System Pallets
- 4 aircraft overhauled annually



MEDIUM RANGE RECOVERY

- 45 H-60's at 9 air stations
- 10 aircraft overhauled annually



LONG RANGE SURVEILLANCE

- 16 C-130H's at 4 air stations
- 5 aircraft overhauled annually
- 11 C-130J's at 1 air station
- 1 aircraft overhauled annually



1664 Weeksville Road, Bldg 63, Elizabeth City, NC 27909-5001

Phone: (252) 335-6191

Fax: (252) 335-6735

Updated 01-11-2018

SEAPLANES AND OFFSHORE OPERATIONS:

Rough Seas And Cigars

By Ptero Robert B. Workman, Jr., Aviator 914

Of many milestones occurring in naval aviation from mid 1940 through the 1950s, four determined the future of seaplane operations offshore: 1.) Large seaplane open sea landing and takeoff procedures were advanced to their zenith; 2.) Jet Assisted Takeoff (JATO) was born; 3.) Helicopters with adequate endurance and power were advancing; and, 4.) The last CG large seaplanes were retired in 1960 ending an era.

In 1910, Glenn Curtiss dramatically launched a 40 HP Pusher propeller landplane, flown by Eugene Ely, from a crude sloping wood platform on the bow of light cruiser USS Birmingham (CL-2). Even so, Congress shunned authorizing aircraft carrier development. A large ship meeting the WWI Bureau of Aeronautics (BUAERO) specification for 45 knots cruising speed was considered too expensive. 45 knots was the minimum required to launch and recover aircraft. Therefore, Naval Aviation's aircraft development was restricted to battleship and cruiser catapulted floatplanes and flying-boats until commissioning of USS Langley (CV-1) on March 20, 1922. During the years leading to the World War, CG aviators participated in Naval Aviation development, testing and aviation equipment programs. After the war, Navy and Coast Guard mission sets diverged with the Navy converging on aircraft carrier and landplane development. The CG continued to advance flying-boats and seaplanes for its offshore Title 14 US Code assigned missions of Treaty and Law Enforcement and Search and Rescue. During the final years of WWII, the newly invented helicopter lacked power and range beyond 70 miles offshore; seaplanes were still required until arrival of Sikorsky turbine HH52A helicopter in the early 1960s.



During both world wars, the British, Germans, and later Pan American Airlines (with its large clipper passenger seaplanes) developed procedures for rough water takeoffs and landings.

Following the First World War, the CG developed and published open-sea landing and rescue procedures. These early rough water techniques were to touch down on the backside of the primary swell in a nose high power off full stall attitude. The pilot held his yoke all the way back, holding wings level and nose eight to twelve degrees up, until the seaplane came off the step and the nose dropped to a level attitude. While acceptable in light seas, it was risky in rougher water. Using this procedure, the pilot was committed to land and, should the seaplane be thrown back in the air by a swell with its nose high and below stall speed, adding throttle only made subsequent bounces higher and following touchdowns harder than the previous ones. This dynamic porpoising flight combined with torque from the propellers could cause serious aircraft damage.

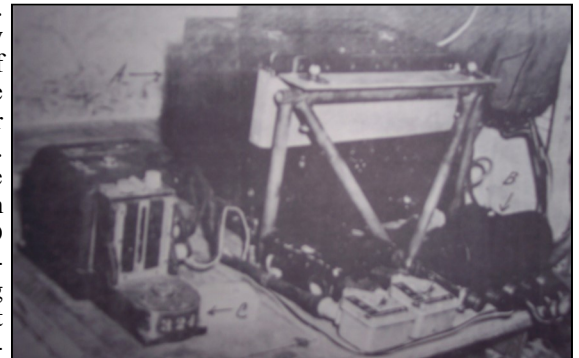
The Coast Guard was transferred by Executive Order to the Navy in World War II. CDR Donald B. MacDiarmid U.S.C.G., Naval Aviator and oceanographer, was CO of Coast Guard Air Station (CGAS) San Diego, California. Based on his offshore operational experience and knowledge of ocean conditions, he was convinced existing procedures could be improved so that offshore seaplane operations could be performed within acceptable risk. MacDiarmid requested authority from the Chief of Naval Operations (CNO) in 1944 to conduct open sea landing tests with a Navy PBM-3 seaplane to determine the best way to land a seaplane or to ditch a fixed wing landplane in the open sea.

Also around 1944, a WWII research effort was progressing in China Lake to develop a rocket propelled assist for heavy bomber takeoffs. Unrelated to China Lake, but sharing ideas and support, Dr. Robert H. Goddard was developing ideas for heavy lift seaplane Jet Assisted Takeoff (JATO) missions and for surveillance aircraft launch-assist using catapults for the Navy in his Annapolis laboratory. His contract funding for a Navy seaplane test crew had intermittent support from the Navy. Even though the Navy JATO program was very supportive of MacDiarmid's offshore tests, developing JATO was not part of MacDiarmid's test program. MacDiarmid's request to conduct open sea landing tests seemed to be a good fit with Dr. Goddard's seaplane JATO development effort. These events brought support to MacDiarmid's offshore test program from the Navy JATO contract with the California Institute of Technology (CalTech) and its scientists, including noted astronomer Fritz Zwicky, and his fledgling Aerojet Company.

MacDiarmid's request for loan of Navy Martin PBM-3 6586 was approved by CNO letter dated July 30, 1944. Action also was

initiated to take possession of Dr. Goddard's JATO systems and trained personnel. These support technicians established and helped to accomplish an instrument recording plan, to obtain and calibrate instruments, to make analyses of instrument stress records indicating excessive stresses on the aircraft. They also provided services of photographers and proper photographic equipment and film and processing facilities, and capabilities to accurately determine actual wind and sea conditions during test flights. It was determined tests would be based upon records of oscillographs with sensors in the bow, center of gravity, tail, points located on the fuselage chine, and in the wing. Instrument records would not only determine the stresses and strains on the seaplane, but would measure the oscillations and vibrations, and their frequency nodes on the seaplane during landings and takeoffs. The instrument plan called for four National Advisory Committee for Aeronautics (NACA) two-component accelerometers and one Hathoway landing analyzer to be installed at the seaplane's center of gravity.

The Martin Aircraft Company sent two technicians to the CG air station to install the sensor instruments at the seaplane's stress points on the wings and hull as the seaplane would take pounding on various headings and sea conditions during landings and takeoffs. Accelerometers were installed in the bow, center of gravity, step, and tail of the seaplane. An anemometer on board the test site photographer's boat accurately recorded wind direction and velocity, and The Institute of Oceanography at La Jolla made regular measurements and recordings of swell conditions. Seaplane flight tests commenced November 17.



A – Hathoway Flight Analyzer, B – Synchronizer, C – Two Component Accelerometer

Aviation Chief Ordnanceman Arnie (Ackack) Adams, the airstar's ordnance department chief, was MacDiarmid's liaison with the Navy JATO project and implemented it within MacDiarmid's

test operations. JATO information in this article was provided by Adams. He was part of this historical story.

The Aerojet JATO rocket system delivered to CGAS San Diego was a highly specialized, self-contained rocket motor experimental unit that could support invasion of Pacific islands during the war. It was a workshop equipped with a large diesel-driven generator and compressors using exhaust to generate an inert gas under high pressure. Rail cars delivered stainless steel sealed drums of rocket fuel to the Consolidated Aircraft Company adjacent to the CG Air Station. The German's called this fuel Stof N and O.

The rocket motor was a GALCIT1400 ALDW (Guggenheim Aeronautical Laboratory Caltech 1400 pounds of thrust Air Launch Droppable fuel system). Instead of compressors, it used pressurized gas to push liquid fuel through a spray nozzle to the firing chamber. The fuel was a self-igniting monoethylanine and a mix of hydro-sulfuric and nitric acid as oxidizer.

The attached GALCIT1400 ALDW liquid-motors functioned well in sheltered waters; however, when MacDiarmid began his offshore tests in rough waters, fuselage attachment-point failures arose. On one test-flight-takeoff, the right wing motor tore from its attachment point and acid burned into the seaplane's aluminum structure. The GALCIT1400 ALDW was removed from CDR MacDiarmid's test program and diverted to rocket development for the Northrop flying wing and the P51 fighter response to the Messerschmitt 163E programs. The Navy selected a solid propellant program as support for CAPT MacDiarmid's tests.

Due to the war's restrictions on materials, the solid JATO motor and propellant development was kluged together with steel oil-well-pipe drilling-casings capped on one end and fitted with a threaded nozzle and igniter on the other end. The JATO rocket propellant was a mixture of potassium-perchlorate and a tar-like goop poured into production molds to harden, then removed and wrapped in duct-tape to hold shape and prevent cracking for an even burn. The solid propellant was then inserted into the oil-pipe casing. The JATO unit was nicknamed "Old Smokey" since it

spewed a large volume of smoke when burning correctly.



*Aerojet
GALCIT1400
ALDW*



*Original Aerojet 14KS
1000 solid propellant rocket
(Smithsonian exhibit)*



In addition to open sea landing tests, CGAS San Diego ordnancemen and parachute riggers were tasked to research and improve naval service survival equipment and their loading and delivery to ditched aircrews and survivors.

4. What merit does the PBM-3 airplane have as a rescue plane for this type of work.

5. What special weaknesses does the PBM-3 aircraft exhibit in this work and then analyze and recommend specific alterations to cure them.

6. By careful analysis of recorded data, what stresses on the aircraft during open sea operations in various conditions indicate hazards of structural failure not previously known or understood.

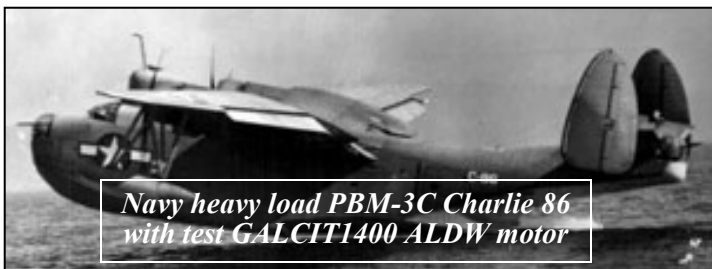
7. What advantages and disadvantages are encountered in carrying and using JATO gear for rough water landings and takeoffs."

Before any test flights were made, MacDiarmid would give all his duty pilots instruction on oceanography pointing out the large swells systems coming out of the Aleutians and those rolling in from the southwest from a low pressure area off Hawaii. Weather



*Martin PBM-3C shown in MacDiarmid's "REPORT OF OPEN SEA
LANDING TESTS AND STUDY, October 1944 to March 1945"*

MacDiarmid assigned his favorite duty pilot, Chief Aviation Pilot John Vuckic, USCG (nicknamed "The Greek") to work with him to establish the Open Sea Landing test Program. Three to four air station duty pilots were assigned on a volun-



*Navy heavy load PBM-3C Charlie 86
with test GALCIT1400 ALDW motor*

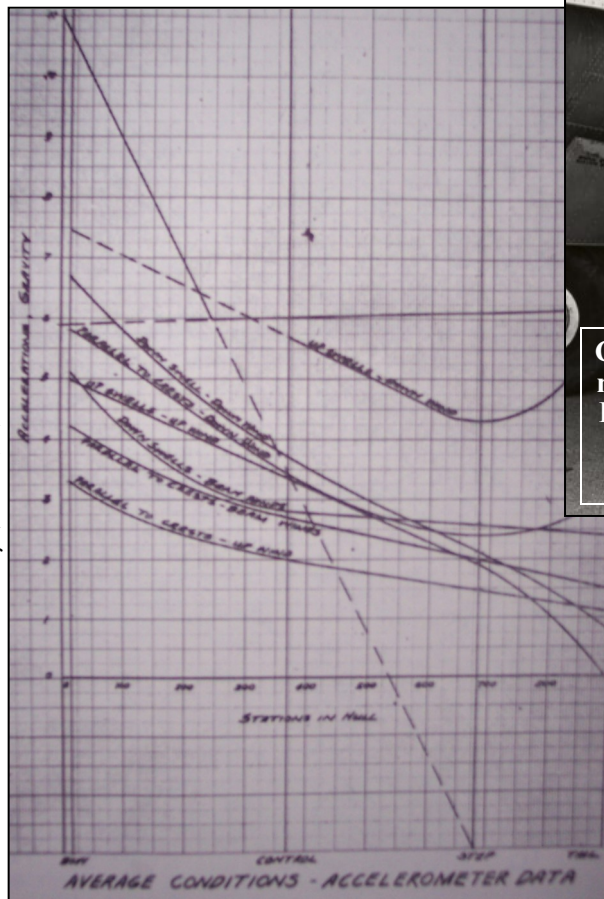
forecasts were studied for swells they would send. Pilots then flew offshore at 1,500 feet to observe and study effects of swell systems traveling through each other, and to measure the height, distance between, and period of each swell system. Swell speed was derived from the formula $S = 3.03P$ where S equals swell speed in knots and P equals the period, or time, in seconds between passing swells. An air station crash boat stood by in the test area with a swell-height-measurement gauge. Local wind conditions formed waves that superimposed on both swell systems without influencing their pattern. Occasionally, due to the difference in swell speed and direction, a swell would partially fill the trough between two crests forming a relatively smooth landing area. Prior to conducting each test flight, a full description of weather and sea conditions was recorded.

Test flights were flown with MacDiarmid in the copilot's seat, one duty pilot in the pilot's seat, and the other two or three duty pilots were back in the waist to record data. Landings and takeoffs were made in all directions around the compass rose disregarding the wind unless it exceeded 20 knots. Pilot flight technique instruction from MacDiarmid and data recording took place while the seaplane ricocheted, pounded, and skipped across trough and crest as MacDiarmid calmly smoked and chewed his cigar as if reading a newspaper on a Sunday morning. In the seaplane's waist, the crew held on with white knuckles up to the elbow. After each pilot completed his series of landings and takeoffs, he would rotate with a duty pilot in the waist. Duty pilots gained a respect for what the crew was subjected to. Modern day flight crews should appreciate that in those days there were no crash helmets and only the cockpit pilot, navigator, engineer, and radioman seats had shoulder harnesses. Some landings were made in eighteen-foot high swells with a swell's speed of 48.5 knots.

When the wind was below 20 knots, regardless of the wind direction, the best landing or ditching procedure was found to be parallel to the primary swell and touchdown in the direction that the secondary swells traveled. The next favorable procedure found was to land in the direction the primary swell traveled and parallel to the secondary swell. When the wind was above 20 knots, the only choice was to land within a forty-degree arc centered on the wind direction. The aircraft would be headed directly into the wind

until just before touchdown, and then turned using the rudder to the touchdown heading. Landing directly into any swell was high risk and avoided. The a/c then was leveled off flying just above stall speed (110% above power-on stall speed) until a relatively smooth spot was found. Power was then reduced only enough for touchdown. Should the sea conditions be too great for landing, gradual power was then applied for a missed approach departure.

Meticulous collection and recording of data was made before, during and after each test flight. The following illustrations are but a small sample of many taken from MacDiarmid's report to CNO, Commandant, U.S.C.G., & the Martin Aircraft Co:



CGAS San Diego reprinted MacDiarmid's *REPORT OF OPEN SEA LANDING TESTS AND STUDY*, OCTOBER 1944 – MARCH 1945 on December 20, 1957 for air station duty seaplane pilots to study and hone their seaplane techniques. The introduction stated: "Although this report was prepared approximately twelve years ago, the principles of open sea operation of large seaplanes set forth in it have borne the test of time and are still considered valid."

MacDiarmid was promoted to Captain. In 1950, at an Institute of Aeronautical Sciences dinner, MacDiarmid was presented the Octave Chanute Award by the National Advisory Committee for Aeronautics (NACA) for outstanding contributions to Air-Sea rescue technique.



Captain MacDiarmid was enshrined in the Naval Aviation Hall of Honor at the National Naval Aviation Museum in Pensacola, Florida. The doctrines established by his studies were adopted by the Coast Guard and the Navy and became part of the National Search and Rescue Manual, and later the International Civil Aviation Organization's doctrines and procedures. He retired from service July 1, 1959 after logging over 8,000 hours pilot time and over 400 open-sea landings and takeoffs.

At the end of the program, the Navy Bureau of Aeronautics provided additional Martin PBM-3, PBM-5, PBM-5A, P5M seaplanes and a Grumman Albatross (UF-1G) amphibian for evaluating potential seaplane structural failure points.



Pteros Visit Mr. Ray Stone By Ptero Ray Miller, Av. 2141

Ptero RADM Bob Johanson, aviator 869, and I visited Mr. Ray Stone (2nd cousin and next-of-kin to Elmer Stone) at his home in Knoxville on January 27. Ray Stone has given his permission to publish the attached photo in the Pterogram.

The photo was taken in Ray Stone's home. Many Pterogram readers will no doubt notice and appreciate a few special items among the many in the background and foreground. Moving from the upper left hand corner and proceeding clockwise across the top of the photo and then down to the lower right hand corner, these include: (1) A photo of Ray Stone playing his beautiful Selmer trumpet in fine style (2) An original letter to Elmer Stone from his friend, contemporary and WWI Ace, Eddie Rickenbacker. (3) A photo of Elmer Stone in dress whites. The occasion for the ceremony is not known, but it appears that Elmer could be admiring an object cupped in his hand. If so, it is likely to be the (British) Royal Air Force Cross he was awarded on June 9, 1919. Note that he also received the Navy Cross and Congressional Medal of



Achievement for "distinguished service in making the first successful trans-Atlantic flight." However, these were awarded on November 11, 1920. According to Wikipedia, Elmer Stone had been promoted to the temporary rank of Captain on September 25, 1919 ... so the shoulder boards he is wearing in the photo offer evidence that this is probably the RAF Cross ceremony. (4) A photo of Mr. Ray Stone addressing the audience at the re-dedication of the beautiful and befitting Elmer Fowler Stone Memorial at ANC on 20

May 2016. (5) An original photo of the NC-4, date and location unknown. (6) An original photo of the crew of the NC-4 for the Atlantic crossing, date and location unknown. (7) Modern books covering topics near-and-dear to Ray Stone. These include Dance Band Music, which was at the center of his career as a professional trumpet player, and Knoxville, his home for the past fifteen years.



Coast Guard Aircraft Models Status Report By Ptero Bob Workman, Av. 914

On the HH-52A image, note the finished basket and the one in process without paint and finishing touches. Also note the hoist is made of brass and stuck in place, but not fixed in place. Note the hoist cable without a hook. I am trying to think of an approach to making one that looks real. Once the hook is made and installed on the cable, I will epoxy the hoist into place. Next I will make the rescue platform. A little touchup paint and it will be done. Both models have the livery paint scheme as originally delivered to the Coast Guard.



I did this since everything now shows the new paint scheme and history should show how they were first received and flown for about 10 years.

I initially tried to silver-solder the basket and hoist wrench box together, but found when one end was soldered in place, and then tried to heat the brass to solder the other end, the whole thing melted and fell apart. So, I changed to use an aerospace high strength epoxy for binding metal to metal. The result is a basket and hoist assembly.

The HH-3F still requires attaching the tail ramp so that it can open and close. The hoist assembly and rescue platform still need to be made before the final livery paint.

Both completed models will be displayed in the new Coast Guard Museum in New London, CT.





Mail Call! This issue's mail is brought to you by PB-1G CGNR 77249 on the ramp at CG Air Detachment Argentina, Newfoundland in 1947.

New Oldest CG Aviator Located

On 20 November 2017, Ptero Les High, aviator 549 reported to ye Ancient Scribe that he had just conversed with RADM William Jenkins, CGA '42, aviator 171, and former CGA Superintendent. RADM Jenkins, a Charter Ptero Member, was born in November 1917 and earned his Wings of Gold on 19 January 1944! He and his wife, Rhoda, currently reside in Ft. Pierce, FL. Ptero Les relieved RADM Jenkins as the CGA Senior Aviator in 1961. Les is still the advisor for the CGA class of '65.

I talked to RADM Jenkins on 3 Janu



**RADM (Ret.) Jenkins
in 2016**

ary. He's in surprisingly good health. Thanks, Les, for finding him.

See below for a list of the current known oldest living CG aviators.

RADM William Jenkins, Av. 171, DOB 11/17

Warren Mitchell, Av. 243, DOB 8/20

James Dillian, Av. 536, DOB 6/21

James Durfee, Av. 521, DOB 11/22

Don Vaughn, Av. 547, DOB 4/23

Frank Manson, Av. 395, DOB 1/24

Les High, Av. 549, DOB 2/24

Herman McNatt, Av. 456, DOB 8/24

Laurence Cox, Av. 569, DOB 10/24

Frank Shelley, Av. 633, DOB 5/25

Robert LaBarre, Av. 578, DOB 10/25

Ptero Steve Goldhammer, Aviator 1207

Another 100-year Old Coastie Located

I attended a Veterans Day celebration at Gobel Senior Center in Thousand Oaks, CA on 11 November and met BM2 Stan Zueto, USCG, who is 100 years old! He was based in San Juan. (George Lange photo)

Ptero Pete Heins, Aviator 1504



**CG Academy Cadet
Jenkins Circa 1941**



**RADM Jenkins, CG Academy
Superintendent Circa 1975**



Airborne Pterogram Sighting

Pam Gunn, spouse of Ptero Glenn Gunn, aviator 1958, (in foreground) peruses the Pterogram between her navigator duties in the back seat of an RV8.



Elmer Stone's Birthday Celebrated

On 22 January, CDR Nate Coulter, aviator 3406, CO & Ptero Life Member, hosted a small gathering with a sheet cake during lunch at Air Station Traverse City. The cake was adorned with a photo of Elmer Stone as well as the AirSta Traverse City LOGO. The photo features the AirSta's junior pilot, LT Andrew Chevalier, 4740. Andrew was winged on 17 November 2017. In addition to several AirSta crew and pilots, the Retired Ptero community was well represented with: John Currier, 1877, Jim Wright, 1312, Mark Benjamin, 1665, Tom Haase, 1948, Larry Manthei, 1719, Russ Gilbert, LT ret, & Fritz Barrett, LCOL ret, USAF liaison. Happy 131st Birthday, Elmer!

Ptero Mark Benjamin, Aviator 1665



"Museum of Flight" Magazine Feature

On your right is a message by the President of the Museum of Flight titled "Through His Lens" which appears on page 4 of ALOFT, The Museum of Flight Magazine, in its March/April 2018 issue. I believe our membership should see this short piece and accompanying photo of HH-52A 1415. I obtained permission from ALOFT to re-print/publish the article and photo to our members with credit to ALOFT and to the MOF President/CEO Matt Hayes who took the photo and authored the article.

I was present at the 'unveiling' of 1415 at the museum and recall a few details concerning 1415. When 1415 was retired from active service at CGAS Port Angeles, the helicopter was flown to Paine Field near Everett and basically became property of the Museum of Flight (with appropriate government papers, CG, DoD, etc.). Several years passed before the airframe was spruced up for display by the museum with the assistance of CGAS Port Angeles crew members. Then, once 1415 was hung in the museum gallery, formal ceremonies took place. Ancient Albatross Gary Blore, then CCGD13, participated. Time lines, I'm sure, could be researched. [See related article in *Pterogram* 2-11...Ed]

For those not familiar with the Museum of Flight, I should mention it is a private enterprise with a Seattle mailing address but should not be known by or referred to as Museum of Flight, Seattle or Seattle's Museum of Flight. If you search the internet for Seattle air museum or museum of flight Seattle, several websites will pop up including "the real one-- museum of flight.org"

The Museum of Flight is a private non-profit air and space museum in the northwest US. It is located at the southern end of King County International Airport (Boeing Field), in the city of Tukwila, just south of Seattle. It was established in 1965 and is fully accredited by the American Alliance of Museums. As the largest private air and space museum in the world, it also hosts the largest K-12 educational programs in the world. The museum attracts over 500,000 visitors every year. The museum serves more than 140,000 students yearly through both its onsite programs: a Challenger Learning Center, an Aviation Learning Center, and a summer camp (ACE), as well as outreach programs that travel throughout Washington and Oregon.



THROUGH HIS LENS

CURIOUS VISITORS OFTEN ASK how the Museum chooses what to collect and display, and they sometimes ask why we may leave a seemingly random item inside an artifact, like a stuffed version of cartoon Garfield's nemesis.

Check out the front of our Coast Guard helicopter in the T.A. Wilson Great Gallery. Amongst the daunting rotors and the lifesaving equipment, peering through the glass nose, is a stuffed Odie the dog, a stow-away in residence since the HH-52 was raised to the rafters.

Odie has sat shotgun in many aircraft long before his current roost came to our collection. As a full-fledged member of our restoration team, he too became part of the story of the HH-52. A tightly-knit group of volunteers and employees, our restoration team included Odie in everyday activities and he became a fixture of their interactions. Odie shows that we are not just a Museum of flying machines; we also share experiences and become the keeper of stories. We provide a look back at not just a thing, but at why it was important, what it was like to live through it, and what we can learn from it.

Our displays and artifacts are about more than historical accuracy—they are a narrative of the why, how, when, and what. Most importantly, Odie is there because of the who. The people who might fly a helicopter over dangerous waters to save a life. And the people who spend hours, months and years restoring that aircraft and enjoy having an inanimate companion along on their restoration journeys. A stuffed mascot can provide a bit of solace, fun, or humanism during stressful, boring, or even heroic times.

Come see Odie and the hundreds of stories that the Museum has to offer. The collection is the heart of the Museum and I hope you can find the stories, people, and objects (no matter how small) that speak to you.

Cheers,

Matt Hayes, President and CEO

As a member of the museum and a ptero, informing our membership about our respective interests is something I believe is worth nurturing.
Ptero Ray Copin, Aviator 744



Coast Guard Auxiliary Ice Flights

By Ptero Joseph Giannattasio, P-3021, District Staff Officer-Aviation,
District 5NR

In early January, the eastern section of the Coast Guard's Fifth District experienced a triple-whammy of unique winter-weather conditions in one day. - A Blizzard accompanied by a Bomb Cyclone, followed by a prolonged Polar Vortex. Official blizzard criteria is 35+ mph wind gusts held visibility at or below a quarter-mile for 3+ consecutive hours. Cyclone Bomb or Bomb Cyclone loosely defined is an extratropical cyclone that rapidly intensifies over a short period of time. Hurricanes are a type of cyclone, but any strong storm where winds spiral around a well-defined center fits the criteria. A Polar Vortex is a persistent, large-scale, low pressure zone that rotates counter-clockwise at the North Pole that extended into North America resulting in a record-breaking freeze as relentless waves of cold air swept down from the high latitudes.



Salem River
Channel, NJ.

Specific Coast Guard Auxiliary units and assigned Auxiliary Air patrols are assigned to report observed ice conditions to the Coast Guard Sector Delaware Bay command center.



Trenton, NJ Section
of Delaware River.

The Coast Guard Sector Delaware Bay captain of the port (COTP) set ice condition 3 and cautioned mariners to be aware of ice formation on the Delaware Bay and its tributaries. Ice condition 3 is set when weather conditions are favorable for the formation of ice in navigable waters. The status and extent of these restrictions are continuously evaluated, as ice condition reports are received and assessed.



C&D Canal Looking West
from Delaware River.



Benjamin Franklin Bridge over
the Delaware River (NJ & PA).

Worthless Trivia

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel...."balls to the wall" for going very fast. And now you know the rest of the story.

During WWII, U.S. Airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, I gave them the whole nine yards, meaning they used up all of their ammunition.

DID YOU KNOW... Those who were born in the 50's 60's ,70's and early 80's are the last generation who played in the street.

During our childhood we "walked" over a mile a day when we played & played "hide & seek" outside at night with no worries or fear of anything bad happening to us.

We are the first generation who played video games and the last to record songs off the radio onto a cassette tape.

We learned how to program a VCR before anyone else; we were the first to play from Atari to Nintendo...

We are the generation of Tom & Jerry, Looney Toons, & Captain Kangaroo.

We traveled in cars without seat belts or air bags, lived without cell phones and caller ID.

We did not have fax machines, flat screens, surround sound, iPods, Facebook, Twitter, computers or the internet, and through it all we had a great time!



Do you know what this is?



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2017 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!!!**

Honor Graduate

AET3 Joseph K. Gilliam
AMT3 Jack W. Earl
AST3 Justin M. Bastow
AMT3 Kristopher A. Brown

Assignment

San Francisco
Astoria
North Bend
San Francisco

Honor Graduate

AET3 Ross A. DuBois
AMT3 Kevin Z. Mayer
AET3 Eric M. Dyar

Assignment

Elizabeth City
Cape Cod
Barbers Point



Newly Designated Aviators

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

CG Aviator Nr.

4735 Adam P. Scalesse
4737 Nicholas J. Kealy
4739 David Strojny
4741 Gary S. Smedley
4743 William H. Ehliess
4745 Mitchell R. Dow
4747 Zachary R. Hunter
4749 Catherine M. Schmitz
4751 Travis A. Rhea
4753 Patrick J. Bell

Assignment

San Diego
Elizabeth City
Astoria
Corpus Christi
Miami
San Francisco
Elizabeth City
San Francisco
Clearwater
Clearwater

CG Aviator Nr.

4736 Timothy D. Keily
4738 Brian M. Dugal
4740 Andrew M. Chevalier
4742 Timothy M. Christenson
4744 William T. Cox
4746 Jordan J. Long
4748 Clay O. Kosack
4750 Isaac T. Babcock
4752 Tyler P. Pryor
4754 Andrew P. Schwalbenberg

Assignment

Clearwater
Miami
Traverse City
Clearwater
Pensacola
North Bend
Miami
Barbers Point
Corpus Christi
Clearwater



Update on CGAA's Involvement with the 2018 75th Anniversary of Naval Helicopter Aviation

By Ptero John 'Bear' Moseley, Aviator 743

We have just about finished our CG information projects with the Naval Helicopter Association for inclusion in their 75th Anniversary of the helicopter.

1. The problem between Comcast and the new CG email system has been fixed. This makes things much easier.

2. Both Pteros George Krietemeyer, Av. 913, and Tom Beard, Av. 1104, accepted the invitation for articles made by Bill Personius. They were of the usual high quality.

3. A list with short bio of CG Flag Officers who were helicopter qualified, which was previously requested was finished. This was not easy as the CG did not have Bios for more than half. Scott Price went through all of the CGHQ Historian files and gave me what he had. For the rest, a Bio was put together from information in the Pterodactyl USCG Aviation Book I then spent a good bit of time searching the internet – stories, papers, CG correspondence and obituaries. Believe it or not, I got one Bio from Ancestry.Com. Got them all except one for which I could not find satisfactory information.

4. A follow up on the requested list of CG Pilots and numbers: I asked Ptero Mont Smith, Av. 1520, to take this on as he was in the process of getting a list for us and the CG Historian. He graciously accepted and is working Directly with Mike Brattland at NHA. Ptero Ben Stoppe, Av. 1646, provided a partial list and Mike has several people searching Naval Helicopter Training records. Mont says it is coming together. The LDA aviator numbering will have to be solved.

5. The list of COs of units that fly helicopters was provided as requested.

6. The list and bios of CG people who had significantly contributed to the helicopter development that was requested were provided. After discussion with several people, the list we submitted was: Kossler, Frank Erickson, Stew Graham, & Pteros Frank Shelley, Av. 633, Gib Brown, Av. 795, & Larry Farmer, P-2898. Tom Beard agreed to take Kossler, Erickson, & Graham. I took Shelly, Brown, & Farmer. The Bios were of significant length to tell the story properly & all were accepted by Mike. He expressed his appreciation.

7. I do not know if they are still looking for logos and patches of aviation units. I recommended Wes Wessling's web site but I have not received a response as of yet. I will check back.

This project with the NHA is completed except for some possible additional inquiries. Our efforts have been of benefit to the NHA and I believe both the Coast Guard and the CGAA have also benefited to a significant degree. We will be reaching an audience that we previously did not have access to. (Continued on next page)

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

☐ New Member ☐ Renewal ☐ Update Information (MOVING?? Please let us know.)

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 **\$275** (includes a Ptero Pin)

☐ Annual Membership **\$40** (*Active Duty \$25*)

To activate your access to the members-only area on the web site, mail-in registrations must send an email to webmaster@cgaviationassn.org and request access to the members-only area. Be sure to include your full name and email address. Members who join/renew online automatically have access to the members-only area.

\$20 + UP



For many years, the “Ptero Store” has operated out of Ben’s basement, making an annual appearance at the Roost and filling the occasional mail order. To keep up with demand, the Ptero Store has been moved to an online specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia



\$20

representing the “Pilots”, “Aircrew”, and “Rescue Swimmers”, can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the “Store” tab at either <http://aoptero.org/> or <http://centennial-cgaviation.org/> and you can even pay by check if you don’t like using credit cards on the internet .

Mar 2018 Please make copies of this form and pass it on.

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**

Ptero RADM Ron Polant, Av. 879, was gracious enough to email a bio to Mike. In Mike’s response, he said in part:

“Admiral, thank you so much. We, both CGAA thru Bear and host of CGAA people and NHA/NHAHS have been working together and sharing information as part of the 75th Anniversary of Naval Rotary Wing Aviation this year and will continue to work together on mutual projects in the future.”
I feel the effort put into this project has been well worth it!



Old Antarctic Explorers Association

I happened on this group and their website by chance and had never heard of them. Perhaps others have, but thought perhaps old IBSEC, SHOPDIV and POLAR OPS alumni would find the group of interest, so wanted to share:

The Association was founded to keep the Antarctic experiences and memories alive. **Membership in the Association** is available to all in the following ways: **Regular memberships** in the Association are open to all that have shared the Antarctic Experience and **Associate Memberships** are available to anyone having an interest in Antarctica.

The Antarctic Experience, for membership purposes, is defined as now serving

or having had (1) verifiable service on the Continent of Antarctica, &/or offshore islands, in support of an organized expedition for discovery or scientific exploration, or; (2) verifiable service on any of the USN or New Zealand Navy Ocean Station Vessels; Navy & CG Icebreakers; supply ships, tankers, & research vessels that participated in Operations Highjump, Windmill &/or Deep Freeze, or; (3) men or women who have worked in or visited the Antarctic Continent &/or offshore islands or aboard ships in Antarctic waters for any legitimate reason, and; (4) widows, widowers, children, or other next of kin of deceased members or any deceased individual, who would, if living be eligible for membership. Website: <https://oaea.net/>
Ptero Phil Volk, Aviator 1644

The Ancient Order of The Pterodactyl
3124 Westley Road
Falls Church, VA 22042-2654

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OLD ANTARCTIC EXPLORERS ASSOCIATION

National Headquarters
10819 Berryhill Road
Pensacola, Florida 32506-6201 USA

Old Antarctic
Explorers Assn.
See story on Pg. 19

MAIL Pg. 15



ALC Highlighted
By LCDR Scott Stech-
schulte, Aviator 3921A
See Story on Pg. 10

**THAT'S NOT
ALL !!**

Reprint of
REPORT OF OPEN SEA
LANDING TESTS AND STUDY

Conducted at the
U. S. COAST GUARD AIR STATION
San Diego, California

OCTOBER 1944 TO MARCH 1945

See story
on P. 11



CGA Cadet Elmer Stone
posing on board a cutter.
(Courtesy of U.S.C.G.)



Our exciting venue for this year's Traverse City Roost. See details on P. 7.

Elmer F. Stone: American
Aviation Innovator &
Pioneering Aircraft Pilot
[See Story on Pg. 6]