



PTEROGRAM

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

Sitrep 2-15 Summer 2015

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

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California, Here We Come!!



Our 39th annual gathering honoring the CO, Ptero CAPT Jonathan S. Spaner, Aviator 3273, and the men and women of Sector/AirSta San Diego is on glide path for 1-4 October! Committee Chairman, Ptero Frank A. Leamy, Jr., (P-2820), and his enthusiastic com-

mittee are planning a memorable Roost for us.

Please see page 8 for hotel info and registration details.

Update on the Centennial of CG Aviation By Ptero VADM (Ret.) John Currier, Aviator 1877, CGAA Coordinator for the USCG Aviation Centennial

Fellow Pteros and supporters of Coast Guard Aviation. As we all know, the official year of our celebration of our Centennial is fast approaching. In January of 2016, on the occasion of CDR Elmer (Archie) Stone's birthday, the official commemoration will begin and extend through the Ptero Roost in Mobile scheduled for 27-30 October.

Our active duty counterparts are fully engaged in aviation force planning for local and national level activities. There is a working group that includes all of the air stations, field activities, Aux Air, CGAA and staffs. As the Ptero liaison for this group, I participate in the regular conference calls. There are many great ideas and lots of enthusiasm amongst the aviators out there and they are working hard to make sure that our 100th is appropriately celebrated.

To ensure that we Pteros coordinate our activities locally and to support our air stations, we are establishing volunteer Petro local coordinators. In many locations, these folks already exist, but in others our liaison with air stations is ad hoc. To maximize this essential partnership, Ptero Ed Grenier has volunteered to coordinate the liaison positions. [See **Centennial** on P. 7]

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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Correspondence may be sent to: AOP

P.O. Box 940

Troy, VA 22974

or

Editor, Pterogram

4816 Powder House Drive

Rockville, MD 20853

Email: SEGGoldham@aol.com

A Message from 1777 (CGAA/AOP President):



Greetings, Fellow Pterodactyls: My wife, Clarke, and I had the great privilege to spend a few hours with Paul and Pat Garrity at their home in Sandwich, Massachusetts on 11 and 12 June. Paul, as many of you know has declined further treatment for his pancreatic cancer, and is just seeking to take the most each remaining day has to offer. I am struck by his positive spirit; he claims not to have had a bad day, only a few bad minutes in each day. On 9 June, he checked off an item on his "bucket list," getting a tug boat ride around the harbor at Fall River with his daughter, and her husband and son. I believe there are few people alive who know the CG's history with the HH-65 as well as Paul. He served at the original Aircraft Program Office, and ultimately represented American Eurocopter as a consultant. I left a recording device and asked Paul to provide an oral history of the program from his perspective. I believe that an oral history in Paul's words and voice will be a significant asset to our organization when finished. We did not want to leave when it was time to do so, but knew that Paul and Pat needed some time to themselves.

Now back to the CGAA business: this year's roost will be held in San Diego, California. Jay Crouthers and Frank Leamy (yes the son of Admiral Leamy), have done a truly remarkable job developing a schedule of events that is unrivaled. Among the highlights is an airshow featuring the Blue Angels Naval Flight Demonstration Team. As always, we have committed to a number of rooms, and if they do not get spoken for, the Association will have to pay a penalty. So, I am asking that you make your reservations sooner rather than later. There is an article discussing the roost in this 'Gram.

The Phoenix Project is moving ahead nicely. Vector CSP is doing a remarkable job on the restoration effort. Fundraising to pay the bills associated with the restoration of the CG-1426 remains my top concern. Some of the corporate sponsors who we would have expected to be major supporters have declined support for the project. Our corporate fund raising effort led by John Currier and Terry Cross, is just getting underway, so we do not yet know what that will yield. Please read John's project update, in this 'Gram and consider giving what you can. There is no project that our organization has worked harder on for longer than getting an H-52 in the Smithsonian.

Dana Goward led the effort to update our bylaws. They are present on our web site and will be presented for approval at this year's business meeting in San Diego.

This year there has been one Ancient Albatross Change of Watch already, VADM Charlie Ray assumed the title from RADM Jake Korn at AirSta New Orleans, and the enlisted Ancient Albatross COW ceremony will be held at AirSta Barbers Pt., HI on August 20th. CAPT (Ret.) John Whitehouse will represent the CGAA at the ceremony, where MC Mike Ferreira will be relieved & MC Clay Hill will become the new EAA.

The Commanding Officer of ATC & the CGAA are trying to work with Dan Burbank & NASA to bring him back to the USA for a Hall of Honor induction/hanging ceremony in Mobile in the fall of this year. We will also hang Gus Kleisch's HOH plaque at the same ceremony. [See Prez Message on P. 23]

Taps

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

Paul Marosky, 533, 1/29/15

William Allan, Jr., 405, 2/___/15

Jerome Myers, 965, 2/2/15

John D. Klemm, P-2370, 2/8/15

William T. White, 756, 3/5/15

Georgia Green (spouse of Ptero Dick Green, 828), 2/4/15

Annie E. Garbe (spouse of Ptero George Garbe, 708), 2/23/15

Marie J. Luzius (spouse of Ptero Charter Member Donald Luzius, 497, deceased), 4/28/15

Merle E. Sutherlin (spouse of Ptero Jack Sutherlin, P-3166), 5/31/15

Ancient Al Change of Watch Conducted

By LTJG Katie Braynard



Official Party CG Commandant ADM Paul Zukunft (L), VADM Ray, RADM Korn, Enlisted Ancient Al Ptero AETCM Mike Ferreira, P-3137, Ptero Prez RADM Jim Van Sice, aviator 1777, and Chaplain CDR Darren Stennett pledging allegiance to the flag.

An ancient albatross isn't just any senior Coast Guard aviator – it's an honor given to the longest serving Coast Guard aviator on active duty. The ceremonial title traces its roots to 1966. For nearly one year, Ptero RADM John Korn, aviator 2209, who currently serves as the commander of the 7th CG District, held the distinction as the service's senior aviator, but passed along the honor to Ptero VADM Charles Ray, aviator 2311, in a ceremony held on 6 April at Air Station New Orleans.

"It was an absolute honor for Air Station New Orleans to host the 25th Ancient Albatross change of watch with the commandant presiding as VADM Ray relieved RADM Korn," said Ptero CDR David Cooper, aviator 3359 and CO of AirSta New Orleans. "Admiral Ray and Admiral Korn are both giants in CG aviation and it was a privilege for those standing the watch today to witness this tradition and hear their amazing contributions to CG aviation, which collectively covers nearly 60 years. It was a historical moment and everyone here was honored to be a part of it."

During the ceremony, Korn also passed on his wings – the CG's aviation

insignia – to the junior most pilot in attendance, Ptero LTJG Adam Guarno, aviator 4566. Guarno knew the moment was coming and was anxious the week leading up to the ceremony. "As if the suspense wasn't enough, Adm. Zukunft made an excellent speech, listing all the wondrous accomplishments Admiral Korn was responsible for throughout his career," said Guarno. "Getting called up on stage to receive Admiral Korn's wings, which he later told me he wore for 25 years, was such a surreal moment symbolizing the legacy of CG aviation being passed along from one generation to the next. It was an honor and I was humbled to have been part of the ceremony in such a way. This was truly a moment that will stick with me for the rest of my career."

Korn then passed along traditional flight gear to Ray, signifying the end of his reign as the CG's ancient albatross and allowing Ray to hold the distinction.

Ray, who currently serves as the commander of the CG's Pacific Area, has logged more than 5,000 flight hours throughout the course



RADM Korn passes traditional flight gear to VADM Ray during the change of watch ceremony. USCG photos by PO2 Patrick Kelley.

of his career. Most notably, he was part of a crew that flew eight different missions following the CG's response to the loss of the Space Shuttle Challenger.

"I'm honored and humbled to be named the Ancient Albatross for our service," said Ray. "I'm grateful for this opportunity to represent CG aviation and the many Coast Guardsmen who take to the skies everyday to ensure our Nation's safety, security and prosperity; it's also humbling to be in the company of so many great CG aviators. I knew a helicopter could take you far, but I never imagined it would take me this far."



RADM 'Jake' Korn took his final flight at the change of watch ceremony held at AirSta New Orleans.

Ancient Albatross #25 Letter to Pteros By Ptero VADM Charles Ray, Aviator 2311

It is a true honor to serve as the 25th Ancient Albatross and I sincerely appreciate the Pteros' work to preserve the history of Coast Guard Aviation and to promote the camaraderie among those who have helped create our history. One of the most exciting aspects about serving as the Ancient Albatross at this time is that I get to preside over CG Aviation's Centennial Celebration. Today, we can take great pride in our history and those great pioneers of the past, for they have shaped who we are as community today. From the NC-4 to the Prinsendam to Katrina; we have a tremendous heritage to celebrate and our Centennial is the perfect milestone to take time to reflect on those CG Aviators whose shoulders we stand on. We all have a genuine admiration for the men and women who have gone before us, a respect for the missions they bravely performed, and the machines they skillfully operated and it will be a great year to celebrate our history.

I believe that the early pioneers of Coast Guard Aviation would be equally proud of us today. Our people are rising to no less daunting challenges as they perform our missions around the globe, while at times operating our aircraft at the absolute limits of their flight envelopes. The future of Coast Guard Aviation is bright. One of the difficult things about making history is that seldom do those making it appreciate or often recognize it. I believe we are living in historical times for Coast Guard Aviation. We are at an important stage in the recapitalization of our fixed wing fleet. We are fielding our last HC-144 unit in Corpus Christi as we have already retired the HU-25 Falcon that served us well for so many years. Our C-27 APO has stood-up and we will begin fielding that aircraft at Air Stations Sacramento and Clearwater in 2016. Our C-130J program continues to mature with six more on contract. It's a good time to be a part of our fixed wing communities.

The future of our helicopter forces remains equally bright. Our H-60s recently completed their Tango upgrades. This was perhaps the single most comprehensive aircraft modification in our history – equally as historical as the fielding of our first turbine aircraft, the HH-52. Speaking of the HH-52, we used

to talk about “the venerable H-52”, now it's “the venerable H-65.”

We will soon begin the H-65's Echo model transition which will see this aircraft's service life reach a point where potentially three generations of parents, children and grandchildren will have flown the same aircraft tail number. Stewardship will be the watchword as we continue to operate the H-65 for years to come.

Regardless of our airframes, our operational and tactical commanders are begging for more. We bring end-game to counter-narcotics missions by the employment of Airborne Use of Force with exacting precision. We exercise exceptional judgment while lives literally hang in the balance during difficult search and rescue missions. Again, we have much to be proud of this year. It is appropriate that we celebrate those that

have gone before us, but I think it is equally important that we take time to pause so we can encourage those standing the watch right now as they make their own CG Aviation history.



CGAA By-Laws Proposed Revision:

Ptero Dana Goward, Aviator 1825, has worked with a local Mobile, AL attorney to revise our Bylaws such that they are State of Alabama (where the organization is incorporated) compliant. The entire document can be reviewed on the CGAA website (aoptero.org) and will be presented for approval at the Roost Business Meeting in San Diego. To vote online, log into the 'Members Only' area and click on the 'VOTE' link.



Come aboard the land-locked aircraft carrier, *AMBITION*, at the National Flight Academy (NFA)! Located next to the National Naval Aviation Museum in Pensacola, Florida, NFA features one-of-a-kind educational programs throughout the year. Experience an immersive, aviation-based adventure that is revolutionizing STEM (science, technology, engineering, and mathematics) education for young people. Register online for 2015 sessions at NationalFlightAcademy.com.

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Phoenix Project Update, April 2015

By Ptero Past President Mont Smith, Aviator 1520



Project Phoenix is a collaborative effort between CGAA and USCG. It will be the centerpiece of CG Aviation's 100th Anniversary Celebration. Among the many objectives for this project, which began in 2005, were the following:

Locate a CG "Aircraft of National Significance"

Fully restore an HH-52A for display in the National Air & Space Museum Udvar-Hazy Center by April 1, 2016

Ensure the candidate aircraft meets standards and specifications of the NASM Rotary Wing Curator

HH-52A 1426 was recently identified at North Valley Occupational Center (Los Angeles). USCG effected the trade of a retiring HU-25A for HH-52A 1426 with the approval of the Secretary of Homeland Security. 1426 departed Van Nuys 19 March via tractor trailer and is now at Elizabeth City, NC in a non-government facility.



A Memorandum of Agreement (MOA) and Gratuitous Services Agreement (GSA) have been co-signed by the CG and CGAA. The GSA is an over-arching general agreement delineating responsibilities of, and restrictions on, each party. The MOA is specific regarding how restoration work may be accomplished with assistance of CGAA's contractor and potential volunteer workforce. The MOA envisions the possibility of active duty volunteers for certain restoration effort (TBD).

CGAA developed a Statement of

Work (SOW) for a potential contractor. The SOW contains 122 line item descriptors and partially addresses the "Condition and Treatment Plan" required by NASM.

VectorCSP (a local Elizabeth City Aero-Engineering firm) has submitted a proposal in the form of a Cost Plus Fixed Fee (CPFF) Performance Work Statement. CGAA is negotiating a final contract pending an ongoing closer aircraft inspection. Vector CSP has delineated a High-Level Plan of Action.

Contractor support services will span three base requirements: (1) Project Management, (2) Aircraft Preparation and (3) Research and Acquisition.

Completion of preliminary Work Packages assumed a contract start date of March 1st, 2015 with the aircraft staged in Elizabeth City, NC no later than April 1st, 2015. The aircraft arrived at Contractor's facility on March 23rd.

Labor hour and cost estimates aligned to Contract Line Item Numbers (CLINs) were preliminary estimates based on conservative processes and procedures and a limited understanding of the actual status of all aircraft systems, which will not be fully known until disassembly is complete.

CGAA and VectorCSP have jointly established points of contact, and potential future roles and responsibilities.

The Executive Director (EDR) will represent the CGAA for the purpose of this contract. The EDR is responsible for: (1) monitoring the Contractor's technical progress, including the surveillance and assessment of performance and recommending to the Executive Director changes in requirements; (2) interpreting the PWS and any other technical performance requirements; (3) performing technical evaluation(s) as required; (4) performing technical inspections and acceptances required by this contract; and (5) assisting in the resolution of technical problems encountered during performance.

AIRCRAFT PREPARATION

Inspection: Now that CGNR 1426 is staged in its Elizabeth City facility, the contractor shall begin preparation of the aircraft for restoration and transfer, which includes:

Disassembly: Disassembly includes removal of all control surfaces, equipment and parts necessary to paint the aircraft in accordance with the desired HH-52 paint scheme. As the aircraft is disassembled, the airframe shall be inspected for both corrosion and damage. All damaged and/or worn parts that are deemed necessary will be identified and repaired or replaced to match or complement the desired NASM standards.

Surface Preparation: Preparation shall include removal of all dirt, residue, loose paint and corrosion, as per NA 01-1A-509. This shall also include removal or taping off of decals. Damaged areas and equipment shall be repaired or replaced as required to match or complement the desired aircraft configuration. The airframe and all components shall be cleaned and all paintable surfaces prepared for painting.



CONTRACTOR PERFORMANCE WORK STATEMENT (PWS)

The VectorCSP Performance Work Statement, as approved by CGAA, describes in detail how the contractor's level of effort will document the aircraft condition and the treatment plan required to meet National Museum of Air & Space restoration standards:

Project Management Plan: Work will be documented using historical inspection and overhaul cards, where applicable. The CGAA EDR's Representative will approve all work. All restoration records will be furnished to the National Air & Space Museum's Rotary Wing Curator upon

completion of the Phoenix Project
Partial Re-assembly: When all required surface preparations have been completed, the contractor shall reassemble the aircraft as required for efficient and accurate painting (e.g. certain equipment and parts may require taping off or must be completely covered if installed). The aircraft shall be painted as per the AFTO 1-1-8. All insignias, lettering, numbers, and labels markings shall be in accordance with the CG paint manual and ALC paint drawing for the desired configuration.

Final Assembly and Transfer: After the aircraft is painted by the ALC, the Contractor shall continue assembly and prepare the aircraft for shipment to the NASM. This shall include final assembly, inspection and touch-up (as required) at the Udvar-Hazy Center.

ESTIMATED RESTORATION COST

The level of effort required to meet NASM standards will comprise \$350,000 of an overall \$700,000 for the 100th Anniversary of CG Aviation year-long celebration. 1426 is scheduled for induction at NASM on April 1st, 2016, the date that Elmer Fowler Stone, CG Aviator Number One reported to NAS Pensacola for flight training.

VADM John Currier, USCG (ret.) has volunteered to Chair the 100th Anniversary Committee working with HQ Integrated Process Team (IPT) to coordinate/fund 2016 activities jointly with USCG

VADM Terry Cross, USCG (ret.) has volunteered to be the CGAA VP of Development for the 100th Anniversary Celebration and Phoenix Project

Approaches for financial support will be made to major corporations that are committed *"To celebrate 100 years*

of distinguished aviation service by the men and women of the USCG through public education, widely attended events and unit based functions, all oriented to the celebration of CG Aviation's unique contribution to our Nation's well-being."

Needed: corporate & individual contributions, large and small!

Donors will be classified into one of three categories, depending on their level of contribution.

Sea Guard > \$25K

Jay Hawk > \$5K

Pelican \$1—\$4,999

A personal appeal will be made for retired aviator contributions:

Flag—\$1K

0-6—\$500

0-5- \$400

Solicitation status will be tracked by the CGAA Centennial Committee.



Phoenix Project Update, June 2015

By Ptero Past Prez Mont Smith, Aviator 1520

CAPT (ret) Ray Miller (Phoenix Project Manager); CAPT (ret) Mont Smith (CGAA Executive Director's Rep.); and CAPT (ret) Tom King (Special Projects, VectorCSP) traveled by automobile to meet CWO4 (ret) Bill Kopp, (Director of Ops, VectorCSP); CAPT (ret) John Siemens (Technical Subject Matter Expert, VectorCSP); and CWO4 (ret) Craig Simmons (Technician, VectorCSP). We also gave interviews to, and encouraged photography of ongoing efforts by reporter Bill West of the Elizabeth City Advance newspaper. The idea was to promote interest in our project by citizens of the adjoining North Carolina counties, many of whom were either employed by USCG Aviation Repair and Supply Center or its modern day successor, the USCG Aviation Logistics Center. A great many former employees who worked the AR&SC H-52 Repair Line were directly involved in the Programmed Depot Maintenance (PDM) process. Their experience and advice is considered invaluable. In addition, their pride in overhauling each H-52 every 42 months was reflected in the operational availability and performance of the aircraft. We

hope they will be moved to make donations toward the success of the Phoenix Project. Mr. West was given documentation regarding

Update Number Two and what we know about the 1426's history.

We mentioned in the previous update that the month of June would see considerable metal and fiberglass repair aimed at fuselage and sponson corrosion control. Craig Simmons riveted a small patch on the starboard hull just aft of the sliding cabin door frame. The cabin step is severely corroded. In order to fully restore the step at PDM, the cabin floor would be removed and the unit's surrounding rivets would be drilled out. The fiberglass kick plate and metal step would be unbolted and replaced. In order to avoid unnecessary labor costs, Vector will address the exterior corrosion and make fiberglass repair, while simultaneously assuring that the step is structurally sound, without removing the cabin deck above the step. Craig and John sought advice from ALC on methods for repair of aircraft skin (port side of cabin adjacent to emergency escape window). It is important to address skin that overlaps frames and stringers. Fiberglass repairs are complete on sponson noses and trailing caps.

Considerable work has been accomplished on the cabin interior. John Siemens fabricated a "like new" interior fuel tank access cover. The old cover, flange and gasket were severely corroded. The cabin fuel tank access cover permitted Helicopter In-Flight Refueling

(HIFR) by gravity feed nozzle from a WMEC or WHEC. The cabin deck and bulkheads are being prepped for painting in the near future. The plan is to re-paint the deck and surrounding bulkheads to a height of twelve inches with a gray paint matched perfectly to the original color. Above that height, the bulkheads will be "fogged" to eliminate "bleed through" from zinc chromate and to ensure conformity with existing paint in good condition. Bulkheads, anti-torque pedals and items like center console are clean and in acceptable condition, showing a mere patina of fair wear and tear – as an H-52 would appear in service on the flight line.

The original damaged magnesium heater ducting will be replaced with a duct in great shape from the Aberdeen Girls/1398. We toured a T-Hangar where many of the sub-assemblies are being re-conditioned in preparation for re-installation in the near future. The avionics rack is 95% complete, missing only the AN/ARM-25 TACAN and a VHF transceiver. Incidentally, this rack, in pristine condition, was obtained from a parts stash in Cochise, Arizona by Ptero Cecil Loter. John Siemens showed us the original avionics rack, which revealed a major area of burnished wear after a shock [See **Phoenix** on P. 16]

'Centennial' FROM 1

His message: In an effort to coordinate with and assist each air unit Commanding Officer in the planning and completion of 100th anniversary events, the Association is establishing a CGAA/CG aviation unit liaison. This person will be designated by the association to coordinate local activities and assist each individual unit. The liaison will in effect, be the leader of a local chapter of the CGAA. I hope to see these local chapters continue after the 100th anniversary celebration is completed. Ed Greiner will be organizing all this. If you wish to volunteer for this job contact:

Ed Greiner (2521)
CAPT USCG (ret)
c: 904-599-5141
E-mail: egrein0684@aol.com

Each Air Station will host local events to commemorate the Centennial in their respective locations. It is incumbent on us to help support and share in the twenty-five locations around the country. It has never been more important for us to identify and partner with our local active duty brethren.

Last Fall at the Cape Cod Roost, several Pteros expressed interest in participating in a traveling exhibit of artifacts and information sanctioned by the CGAA that could visit air stations and special events. While the funding for this effort does not currently exist, it could become a priority activity if, (a) funds are raised (effort ongoing) AND, (b) there are volunteers interested in leading this activity. Please contact me if you would like to volunteer.

As a Board member for the Naval Aviation Museum Foundation, I will coordinate with Ptero George Krieitemeyer to determine if an event in that location can be supported. George has been heavily involved there for many years and has done yeoman work for us all.

The centerpiece of our Centennial celebration is the Phoenix Project, or the restoration of HH52A CGNR 1426 for display at the Smithsonian Air and Space Museum (Udvar Hazy). This represents a multi-year labor of love by RADM (ret) Bob Johanson, Mont Smith and others. This display will be the sole

Coast Guard aircraft on display at our national museum. Although the story of this restoration is long, suffice it to say that it is a very worthy way for us to highlight our distinguished and storied first 100 years.

Although every effort has been made to ensure that the restoration is done in a cost-effective manner, there are significant expenses involved. This project is budgeted at \$350K to return the airframe to a condition that meets NASM museums standards for display. Vector CSP has the contract for restoration of the 1426 and that work is ongoing in Elizabeth City. There is active cooperation ongoing between ALC, local volunteers and Vector to hold costs down, but we have a requirement to raise money now.

As coordinator of Centennial activities, I am working with VADM (ret) Terry Cross and a dedicated group of Pteros located in Traverse City to conduct a nationwide funding effort. Our fundraising activities have two main thrusts:

A mass outreach to potential commercial and private donors who have association with CG aviation. We are contacting over two hundred donors by mail and a sub-set of that number via follow-up personal phone call. Letters have gone out to a wide range of supporters. We will use the Ptero website for the actual processing of pledges and donations. Terry Cross and I will monitor that process and ensure necessary follow-up.

Ptero Tom Haase has volunteered to coordinate a crowd-funding campaign. A Face Book page describing the 1426 effort is being set up with a link to the Ptero donation page. We will also look to generate funds to support active duty and Ptero activities across the country during the Centennial year. Tom can be contacted at thaase76@gmail.com with comments or suggestions. The success of this effort is contingent on the aggressive spreading of our message and request. Once the Facebook page is established, it is important that as many people visit the page as possible. By "liking" the page, it can be pushed to a wide population of interest.

For the rest of us, while we have a large donor listing that is being actively pursued, there are undoubtedly many others that we don't have visibility of. If

you know of, or are approached by someone who has an interest in Coast Guard Aviation and might become a potential donor, please obtain contact information and forward it to Terry Cross or myself. For example, there are many fishing related organizations in New England, most of which have had some contact with CG Air from CGAS Cape Cod. At this point, we don't have a complete list of those potential donors. A regional volunteer is needed to identify as many as we can.

Time for frank talk....

Although there is a robust outreach effort for funding Centennial year activities, the success of our overall outcome is dependent largely on our own organization. There are other Coast Guard related non-profit organizations who are actively soliciting funds for other worthwhile projects concurrent with our efforts. As Pteros, we need to be willing to donate to our cause. I urgently request that you visit the Ptero website and pledge to donate what you can. Our Centennial Year is a hallmark event, one that pays homage to those pioneers who currently make up the Pteros, and those who came before us. We need to be passionate, reach down and earnestly donate as much as we can. This alone won't carry the day, but without passion within our own ranks, it is difficult to convince others to give. In these budgetary times, the days of sitting back and depending on large corporate donations are over. We are getting that message loud and clear from industry.

As preparations for the Centennial Year continue, we will provide updates. These are exciting times during which we can individually make a difference in demonstrating our pride in the Coast Guard Aviation enterprise. Please become involved with local activities. Also, please be generous in your donations to the overall CG Centennial of Coast Guard Aviation with the 1426 restoration as centerpiece.

I am open to comments or suggestions anytime at jpcurrier1@gmail.com. Thanks, in advance, for your support of our 100th year!

John
#1877
jpcurrier1@gmail.com



2015 SAN DIEGO ROOST: OCTOBER 1-4

Come visit sunny San Diego this October for the annual Pterodactyl Roost. This year we will honor CAPT Jonathan Spaner and the men & women of Sector San Diego. One of the highlights of this weekend includes the famous Miramar Air Show featuring the Blue Angels. You will be staying at the Sheraton San Diego Bay Tower Hotel, an amazing venue. Do not miss this Roost!

The Roost Committee planned the recommended Schedule of Events below. If this doesn't meet your fancy, there are many activities you can do on your own, from golfing Torrey Pines, relaxing on the beach, or visiting Sea World.

28-30 SEPTEMBER (Monday-Wednesday)

Early Arrivals & Self-Guided activities as desired.

01 OCTOBER (Thursday)

Recommended arrival day to optimize participation in the Weekend!

1000-2000 Check in Sheraton Bay Tower, Roost Lobby Desk, Hospitality Suite.

1540-1840: EVENT A - San Diego Padres Baseball Game at Petco Park.

02 OCTOBER (Friday)

0700-1000: EVENT B - Professional Development Seminars & Air Station Tour.

1000-1600: EVENT C - MCAS Miramar Air Show, featuring the Blue Angels.

1600-1800: Free Time (check out the Hospitality suite & Ptero Store!).

1800-1900: Happy Hour/Cocktail Hour prior to Reception.

1900-2200: EVENT D - Buffet Dinner Reception.

03 OCTOBER (Saturday)

0700-1600: Free Time, golf, visit with friends, **OR** select **Option 1** or **Option 2**.

Option 1- 0945-1300: EVENT E - USS MIDWAY Self-Guided Tour, Lunch on your own, then...

1330-1600: EVENT F - Air & Space Museum.

Option 2- 0945-1630: EVENT G - San Diego Trolley Tour.

1730-1830: VIP & Awardees Reception in Hospitality Suite (by invitation only)

1800-1900: Happy Hour/Cocktail Hour prior to Banquet.

1900-2200: EVENT H - CGAA Annual Awards Banquet.

04 OCTOBER (Sunday)

0800-1100: EVENT I - CGAA Business Meeting.

0600-1200: Hotel check out for attendees who are leaving town.

1300-1600: EVENT J - Lawn Party at CAPT Spaner's quarters on Point Loma.



PAYMENT OPTIONS FOR ROOST REGISTRATION:

(1) Register online by 10 September at: <http://www.aoptero.org/roost15/roost15online.php>

(2) Or, use the included ROOST REGISTRATION FORM & mail it with your check to **arrive no later than 10 September 2015**.

Make all Checks Payable to "**CGAA Roost 2015**".



Mail to Address: **2015 Roost** Chairman

San Diego Roost Committee

P.O. BOX 28953

San Diego, CA 92128-8953

To Make Hotel Reservations: **Call 877-734-2726** or use this link: <https://www.starwoodmeeting.com/Book/CoastGuardAviation> to book your room at the special rate of \$139 per night (instead of the normal \$206). Mention "**Coast Guard Aviation Association 2015 Roost**" for the deal!

DETAILED SCHEDULE OF EVENTS AND ACTIVITIES

USCG Ptero Roost Weekend San Diego, CA October 1-4, 2015

01 OCTOBER (Thursday): CHECK-IN & REGISTRATION

Who: CGAA ROOST COMMITTEE

Where: Sheraton Bay Tower Hotel & CGAA Roost Registration Lobby Desk

When: Hotel Check-in is 3:00 pm, Hospitality Suite is Open from 0800-2200 (cash bar)

What: Pickup Information Packet, Tours & Events signup, Ptero Store, meet other attendees, & more.

Cost: Hotel Room Cost & Associated Taxes/Fees.

EVENT A. SAN DIEGO PADRES BASEBALL GAME VS. MILWAUKEE BREWERS

Vendor: San Diego Padres, MLB

Where: Petco Park, San Diego, CA

When: 1540-TBD

What: Last regular season Padres home game. Food & drinks on your own.

Cost: \$33/person; includes tickets in the Toyota Terrace section.



02 OCTOBER (Friday): PTERO ROOST DAY 1

EVENT B. PROFESSIONAL DEVELOPMENT SEMINARS

Who: CG-711, CG-41, CG-1131, ATC, ALC, & Sector Command reps.

Where: CG SECTOR San Diego Training Room

When: 0700-1000

What: Overview of the status of CG aviation resources, future force lay down, current & future aviation projects followed by a Q&A session. Also, Sector will provide group tours of the facilities during this time.

Cost: FREE

EVENT C. MCAS MIRAMAR AIR SHOW

Vendor: MCAS MIRAMAR Military Day Show

Where: MCAS Miramar, CA

When: 1000-1600

What: Come out & enjoy one of the best air shows in the country, featuring the world famous Blue Angels. For more details visit: www.miramarairshow.com. Motor coach transportation to/from the air show is included.



Cost: \$35/person; includes individual reserved chairs in an uncovered area in front of the grandstands just East of Air Show center, parking (if required), a souvenir program, & motor coach to & from the Air Show.

EVENT D. ROOST RECEPTION & BUFFET DINNER

Vendor: Sheraton Bay Tower Hotel

Where: Sheraton Bay Tower Hotel, Fairbanks Ballroom

When: 1800-1900- Happy Hour/Cocktail Hour: Hotel will operate two full cash bars.
1900-2200- Sit Down Buffet Dinner

Attire: Casual. Attendees are highly encouraged to wear current or former flight suits from a bygone era, leather jackets, aloha wear or other flight memorabilia to show off to others!!

What: A great reception event informally welcoming everyone to the Roost & providing a venue to reacquaint with old friends & colleagues.

Cost: \$50/person; includes all service charges & sales tax, excludes cash bar.

03 OCTOBER (Saturday): PTERO ROOST DAY 2

OPTION 1-EVENT E. USS MIDWAY (CV 41) SELF GUIDED TOUR

Vendor: USS MIDWAY MUSEUM

Where: USS MIDWAY, San Diego

When: 0945-1300

What: Transportation will pick you up from the Sheraton Bay Tower & take you directly to the USS MIDWAY for a self guided tour. Lunch will be on your own, either aboard the MIDWAY or in Seaport village (2 blocks away).

For details visit: www.midway.org & www.seaportvillage.com

Cost: \$17/person (senior or retired military), Active Duty/Reserves are FREE. Additional \$5/person for round trip transportation between the Sheraton Bay Tower & USS MIDWAY.





EVENT F. SAN DIEGO AIR & SPACE MUSEUM

Vendor: San Diego Air & Space Museum at Balboa Park

Where: 12001 Pan American Plaza, San Diego, CA 92101

When: 1330-1600

What: After your tour of the MIDWAY & lunch, transportation will pick you up at the MIDWAY & take you to the Museum. An affiliate of the Smithsonian Inst, the Air & Space Museum houses a collection of historic aircraft & spacecraft from all over the world. If you finish early, enjoy the beautiful Balboa Park. Transportation will depart the Air & Space Museum at 1600 to return to the Sheraton Hotel. For details visit: www.sandiegoairandspace.org

Cost: \$15/person (senior or retired military), Active Duty are FREE.

Additional \$5/person for round trip transportation between the museums & Sheraton. (will pay \$5 once if combining Events E & F).

OPTION 2-

EVENT G. SAN DIEGO TROLLEY TOUR

Vendor: Old Town Trolley Tours

Where: 11 stops throughout San Diego & Coronado

When: 0935-1630

What: Trolley Tour's courtesy van pickup at the Sheraton Bay Tower Hotel. An all day, hop on/hop off, 25 mile, 11 stop narrated tour of San Diego & Coronado. Each trolley can carry 35 passengers on a circle tour in about 2 hours. Or, hop off & visit: USS MIDWAY, SEAPORT VILLAGE, BALBOA PARK, OLD TOWN, CORONADO, LITTLE ITALY, & more! You can stay on for the full tour, or get off & on throughout the day to customize your experience. For more details visit:

www.trolleytours.com

Cost: \$27/person; (Military Rate) includes the Trolley Tour only.

Add on Optional Seal Boat Tour:

Cost: Additional \$27/person; (Military Rate) Seal Boat Tour around San Diego Bay. Includes all transportation. Lunch is on your own.



EVENT H. CGAA ANNUAL AWARDS BANQUET

Vendor: Sheraton Bay Towers Hotel

Where: Sheraton Bay Towers Hotel, Fairbanks Ballroom

When: 1730-1830- VIP & Awardees Reception in Hospitality Suite (By Invitation Only)

1800-1900- Happy Hour/Cocktail Hour: Hotel will operate two full cash bars.

1900-2200- Banquet Dinner

What: The Formal Banquet Dinner recognizing Sector San Diego & all awardees.

Attire: Civilian- Suit or Coat & Tie; Military: CG Service Dress Blue or Equivalent.

Cost: \$60/person; includes all service charges & sales tax, excludes cash bar.

04 OCTOBER (Sunday): PTERO ROOST DAY 3

EVENT I. CGAA BUSINESS MEETING

Vendor: Sheraton Bay Towers Hotel

Where: Point Loma Room

When: 0800-1100

What: Board meeting to discuss past & future CGAA plans & finances.

Cost: \$7/person; includes pastries & coffee.



EVENT J. PICNIC AT SECTOR COMMANDER'S QUARTERS

Where: CG Sector CDR Quarters, Pt. Loma

When: 1300-1600

What: Picnic & Lawn Party at one of the most scenic spots in Southern CA, hosted by CAPT Spaner.

Cost: \$10/person; RSVP required prior to Roost Weekend.

REGISTRATION FORM: SAN DIEGO ROOST, OCTOBER 1-4, 2015

TIME CRITICAL!!! All Registrations Must Be Received By 10 SEPT 15

MEMBER INFORMATION

Name: (as you want it on Name Tag)	
Ptero Number: (if known)	
Guest Name: (as you want it on Name Tag)	
Other Guest Names:	
Street Address:	
City, State, Zip:	
Phone:	
Cell Phone:	
Email Address:	
Handicap? Yes or No (circle One)	
Date Arriving:	Any Other Special Needs?

ROOST EVENTS

Thursday, 01 October	Cost per Person	Number of Persons	Total Event Cost
EVENT A: Padres Baseball Game (1540-1840)	\$33.00		
Friday, 02 October	Cost per Person	Number of Persons	Total Event Cost
EVENT B: Professional Development (0700-1000)	FREE!		\$0.00
EVENT C: Miramar Airshow (1000-1600)	\$35.00		
EVENT D: ROOST RECEPTION/BUFFET (1800-2200)	\$50.00		
Saturday 03 October	Cost per Person	Number of Persons	Total Event Cost
EVENT E: USS MIDWAY Tour (1000-1330)	\$17.00		
EVENT F: SD Air & Space Museum (1330-1600)	\$15.00		
EVENT G: SD Trolley Tour (0945-1630)	\$27.00		
EVENT H: CGAA Annual Award Banquet (1800-2200)	\$60.00		
Chicken Fish Vegetarian			
Sunday 04 October	Cost per Person	Number of Persons	Total Event Cost
EVENT I: CGAA Business Meeting (0800-1100)	\$7.00		
EVENT J: Picnic at Pt Loma Quarters (1300-1600)	\$10.00		
REGISTRATION FEE (Per Registration Form, NOT per person)	\$35.00	No Charge for Active Duty	

ROOST CLOTHING

Description	Cost per Item	Number of Items	Total Cost of Items
Roost 2015 Polo-Shirt w/embroidered Roost Logo Color: Blue Sizes Available: S, M, L, XL, XXL Size _____ QTY _____ // Size _____ QTY _____	\$25.00		
Ballcaps w/embroidered Roost Patch (o/s fits all)	\$15.00		
Roost 2015 Patches (3" diameter)	\$10.00		

Payment Options:

Total Clothing Cost

(1) Register Online at: <http://www.aoptero.org/roost15/roost15online.php>

(2) Mail this Form with check (made payable to "CGAA Roost 2015") to PO BOX 28953, San Diego, CA 92128-8953

Coast Guard Air Station Savannah, Low Country Life Savers

By Ptero LT Jonathan D. Magin, Aviator 4523

As a tenant unit aboard Hunter Army Airfield, which is home to over 5,000 soldiers and the U.S. Army's 3rd Combat Aviation Brigade, USCG Air Station Savannah provides around-the-clock Search and Rescue (SAR) coverage along the Atlantic coast from the southern border of North Carolina to Melbourne, FL; an area that spans 511 miles and includes three of our nation's busiest and most strategic ports. The Air Station's nearly 100 members and 5 MH-65D aircraft sit nestled under moss-laden live oaks and their actions are witnessed by the historic architecture just minutes away in Georgia's oldest city, Savannah. The AirSta is located equally near the Savannah River almost 20 miles inland from the Atlantic Ocean. It is surrounded by dozens of rivers, inlets, bays and saltwater estuaries, and the flat, porous appearance of the surrounding landscape dotted with reeds, palmettos and scrub oaks, is often referred to as the Georgia and South Carolina "Low Country". But don't let the laid back southern delivery fool you, AirSta Savannah and its Air Facility in Charleston, SC average more than 250 SAR cases a year, save or assist 115 people annually, maintain a constant dual B-0 readiness posture, deploy regularly to the Windward Pass and Caribbean to support counter narcotic and alien migration interdiction operations and are one of only 4 units that maintain an aerial intercept qualification for supporting the National Capital Region Air Defense Region. In order to deliver these services to our nation, a typical Savannah aircrew is fully qualified on instrument flight, night vision goggles (NVG), heads-up display (HUD), advanced search and rescue, shipboard operations and Rotary Wing Air Intercept (RWAI).

As recently as the writing of this article, one of Air Station Savannah's crews are returning from yet another successful Windward Pass deployment where numerous missions and patrols were flown providing the Nation with vital transnational smuggling deterrence and border security support in a high threat transit zone. Our deployments also take us to Washington, DC and to locations across the country, including Hawaii, to en-

force flight restrictions and protect airspace above the nation's capital and other national significant regions and events from potential terrorist threats.

With as many varied missions that Air Station Savannah performs, Aviation Standardization and unit training programs are the foundation for our crew's performance in the air. Success in the cockpit can only come with a commitment to excellence. The non-aviation staff and pilots and crew of Air Station Savannah are deeply dedicated to proficiency. While our operational success can be measured with SAR cases and numbers of drugs and migrants interdicted, Air Station Savannah is also proud to have won the coveted Aviation Training Center (ATC) Mobile H-65 Standardization Excellence Award, an annual competition measuring the Aviation



Daybreak at Air Facility Charleston

knowledge and aerial performance of all seventeen Coast Guard H-65 Air Stations, in 2004 and again in 2007. The Air Station also recently received extensive praise from the Coast Guard's torch bearers of standardization and excellence, during our 2015 ATC Mobile RWAI and unit Standardization visits.

Recently, Savannah received the CG's latest and most updated variant of the venerable H-65. The H-65, now known as the MH-65D, has transformed from a primarily search and rescue aircraft to a fully multi-mission platform. Added capabilities of the new MH-65D include increased radio frequency ranges for communications with a myriad of state and local agencies, as well as the ability to arm the helicopter in the event of a homeland security threat. Also included in the upgrade package is the Electro optical Sensor System (ESS) an electronic sensor that provides the helicopter

crew the ability to scan the environment in both the visual and infra-red spectrums with exceptional zooming capabilities. The added benefit from this equipment will be to locate and identify a multitude of different vessels, increase the likelihood of detecting survivors at sea, and keep an eye on those looking to break the laws of the United States. With these upgrades combined, crews from Air Station Savannah are now better equipped to engage in everything from Search and Rescue to Homeland Security.

As our crews are asked to perform a larger variety of missions that require different capabilities, the importance of teamwork both within the CG, and joint operations with other agencies and organizations becomes increasingly important. Partnerships have always been a key to success for our service and Air Station Savannah works very closely with the Department of Defense, U.S. Secret Service and USCG Auxiliary. Locally, the all-volunteer Auxiliary consists of over 300 members and 18 boats and aircraft, which augment active duty CG personnel and helicopters on logistical missions, marine environmental protection, law enforcement and Search and Rescue Missions. The CG Auxiliary also supports an astounding 40% of all boat hoist training evolutions for AirSta Savannah, and routinely provides "first-light" Search and Rescue support.

As the CG forges ahead through the twenty first century, Air Station Savannah will continue to adapt to the latest technologies, the newest capabilities, and embrace and become proficient in the newest missions that will define our operating environment of the future. We will continue to embrace a diverse workforce and leverage the resiliency and effectiveness that come as a result of varied backgrounds, perspectives and points of view, all while keeping true to our traditional duties as guardians of the coast and saviors to lives at sea. The men and women of Air Station Savannah are proud to call this area home and even more proud to be called "Low Country Lifesavers."



Things Your Rabbi Never Told You About the Goat

By Ptero Frank 'Pop' Shelley, Aviator 633

Retired prexy George Krietemeyer's pean to the last of the Grumman amphib in issue 2-14 no doubt wetted a few cheeks among the elder brethren. Younger brothers and sisters may have felt a twinge of envy that you were not a part of this golden legacy. Stay with me, young lads and lassies, and Ol' Pop will try to restore your equanimity.

If your designator number is much higher than 2200, chances are you never shook hands with a "Goat" aka "Albatross", "UF", and/or "U-16." More than likely, you've seen one all gussied up as a gate artifact or an outside exhibit at a museum. After getting used to the grotesque landing gear strut arrangement and the Bozo the Clown radar nose, the thing looks rather comfortably functional. If the paint job has been kept up by one of those ubiquitous, multi-skilled groups of active and retired chief petty officers, the thing can even be said to possess a sort of off-beat beauty. Keep that image please as this article progresses.

I'll apologize in advance for use of the masculine pronoun throughout what follows. To the best of my recollection, the departure of the Goat from inventory and the arrival of the aviatrixes among us was in approximately the same time frame. That brings us to the intriguing question—were there any lady Goat herders? Seems worthy of a *Pterogram* Inquiry. In the same vein, I'll use the past tense. True, there are many civilianized Goats still flying (you can pick one up starting around a 1/4 million). I'm looking at this as historical in the Guard.

If you followed up on Charlie Dugan's clip from the AOPA magazine and subsequent live interview by Barry Schiff, you might feel a warm fuzzy glow toward the "Flying Yacht." Be warned however that veteran Goat herders must have smiled when the interviewee acknowledged the leading question about it being so hard to start a radial engine. Actually, *mes infants*, there was only one minor concern. Did so much oil escape the scavenge sump and drain into the bottom cylinders that it formed a hydraulic block? So, with mags "off" and mixture in "idle cutoff," and throttle cracked about half an inch, you just pushed the starter and counted 6 blades

passing. (4 cycle engine, 3 bladed prop, 6 blades = 2 crankshaft revolutions = one complete valve cycle.) If it didn't kick back on the starter, it was OK. Then just continue cranking, mags "On" and some rhythmic taps of the primer switch and you were rewarded with a cloud of white smoke and some coughs which soon smoothed out to a steady roar. At that point, you held the primer switch on steady, nonchalantly moved the mixture to "full rich", and looked across the cockpit for the other guy to start his engine. So simple a child could do it. White smoke, by the way, was burning oil. Black smoke came from a too rich fuel mixture.

But I digress. When I arrived at NAS Patuxent River in January 1960, I was too early for check in at the Test Pilot School. To kill time, I drove over to the school flight line to ogle the training fleet. On arrival, I was delighted to see a short wing Goat in LANTFLT dark blue with a white solar top. It towered over the rest of the widely varied menagerie. It looked fresh out of overhaul and I was comforted to know an old friend would be around.

When I reported in to school headquarters, I was amazed and delighted to be greeted with great enthusiasm. The Goat was a new arrival and multi engine experience was a little thin in the faculty. A single individual had a nugget tour as an S2F "Stoof" driver before converting to gas pipes and hooks. The remainder were gas pipe tail hookers from the get go. The same applied to my classmates where everyone except for a P2V "Neptune" driver and me were tail hookers. The presence of a real live Goat herder would speed up faculty check out immeasurably. It did just that.

My two weeks early reporting period was divided into giving half day faculty fams and half a day getting single engine fams. That, incidentally, was fun stuff: North American T-28 Trojan, Lockheed T2V-1 Seastar, and North American FJ-3 Fury.

The faculty fams were, without exception, limited to a single flight. Those guys were pros, and unfamiliar airplanes were their bread and butter. My T-28 check out pilot, Pete Conrad, yes, 3rd man on the moon Conrad, brutally en-

lightened me about the presence of the Goat during his Goat fam. He said "This thing busts spec more than anything else in the inventory."

So what was this "spec" that he was talking about? Well, as you know our government has airtight specifications for most anything it buys. Stuff like paint, lube oil cordage, ladders, whatever. Well, it has one for airplanes too. The extant edition in my time was *Mil-Spec 8785 ASG, Flying Qualities of Piloted Airplanes*. What Conrad was telling me was that our beloved Goat failed to meet the provisions of the *Mil-Spec* in more particulars than any other airplane in the DOD inventory. In short, the Goat was the worst airplane they could find! Obviously it promised to be a great teaching tool for budding test pilots to ferret out various shortcomings.

Since it was newly arrived, there were no lab exercises in the Goat available for my class. Even so, I probably wouldn't have been assigned any. School policy was to minimize work in planes in which one was familiar. After all, test pilots are supposed to challenge and tame the unfamiliar. While this barred me from lab exercises in the Goat, it didn't keep me from being assigned to ride shotgun for others. This I did for the class that entered 4 months behind mine.

I'm afraid that the elapse of over half a century and approaching senility have nearly wiped out my mental catalog of the Goat's alleged shortcomings. However, I think I have retained enough to give you some hint of why it earned its lurid reputation in DOD circles. Some of these we knew about in the field but didn't recognize. I guess what I'm trying to say is that we didn't know any better.

Let's start with the yoke. The spec said that 90° of movement should produce full aileron throw. In the Goat it took 180°. "So what" you say? Well, think about a water takeoff which required full back yoke and full right aileron. Pantomime it. Think you have enough forearm strength to keep your grip on the yoke flipped over 180° and bring it back onto your chest at the same time? I sure couldn't. There were a lot of instinctive, subconscious answers as to how to handle this, but almost all required momentarily letting go of the yoke somewhere during the takeoff run. An alternative was to have the co-pilot hold the throttles. We just accepted it because that's

the way things were. It also accounted for how nice the P5M felt on takeoff.

The next item was control breakout force. This is defined as the force required to overcome system friction before the control starts to move. It's a static measurement made at rest on the ramp without the engines running. I watched some guys with force gauges measure this. I don't remember the specified or measured forces, but I do remember that the Goat measured out about double the spec maximum for aileron and elevator. Rudder, as I recall couldn't be determined, but I can't remember why. Something to do with the boost, I think. I'm going to speculate that the excess breakout forces helped give rise to the comforting belief that the Goat was "...not much for speed but she's sure stable." My guess is that the excess breakout force kept us from over controlling. I'll further guess that the long wing's aileron force discrepancy was even greater given an additional 16 feet of control run.

Another item we were universally aware of but didn't specifically identify. Adverse yaw — a no-no in the spec. Adverse yaw is the tendency of the nose to swing in the direction opposite to that intended upon entry into a turn. Good aileron design minimizes or even prevents this from happening. In the Goat this just meant gobs of rudder. It also probably accounts for why Goat herders found that the P5M and C-130 seemed so nice to fly. Where this thing bit goat herders in the butt was in radar controlled precision approaches. I realize in this day and age of GPS/WAAS with vertical guidance the young among you might be astounded at some of the procedures we used. But we frequently had recourse to a disembodied voice giving us course and glide path directions down to 200 and ½ or sometimes even 100 and ¼. The controllers attached to that voice often gave us course corrections on the order of 3°. If we attempted to follow this instruction with a normal turn entry, we often found our selves with a heading change in the opposite direction followed by an overshoot correction and a general chase all over the sky. A *soot voce* hint passed from old hands to beginners took care of the problem. "Cheat. Just punch in a little rudder and never mind the aileron." Somehow we all felt guilty about this but it was exactly the right thing to do. If queried in

public, we swore and be damned that we always practiced coordinated, ball in the center, flight throughout.

The next concept was control harmony. This was based on some 1930's subjective research that specified the ratio of aileron to elevator to rudder forces. The idea was that force required should increase in proportion to the strength of the muscle group being used. I can't remember the rudder ratio, but it was much higher than aileron or elevator. The specified ratio of aileron to elevator was 1:2. The Goat elevator force was much more than double the aileron force. In this day of fly by wire systems, this whole concept is irrelevant. The bowfins can tweak it for individual pilots and who knows what is standard for a sidearm controller. Anyway, it earned the Goat a black mark at the time.

The *Mil Spec* was adamant about asymmetric flaps. The Goat flap system had actuators on both sides connected to a common manifold. Flap position was sensed on the right flap only. This was OK as long as the dynamic pressure was the same on both sides. But what happened when the left engine decided to pack it in? Let's say when 15° flaps were selected. The lack of resistance let the actuator on the left side extend. Since there was a finite amount of fluid in the manifold, the right flap still experiencing pressure moved up. At this point the flap position switch sensed that the right flap was not at the selected position. Being an obedient but non-discriminating device, it called for more fluid in the manifold. This repeated the cycle until eventually you would end up with full barn door flaps on the left and 15° on the right. Not good if you only had one engine.

At this point let me assure you young folks that Proxy Emeritus George was indulging in a little harmless geezer hyperbole about single engine flight in a short wing Goat. He implied that with an engine out, the only function of the remaining engine in a short winger was to carry you to the scene of the accident. Actually, with a number of conditions met, a short winger could maintain level flight. Specifically, gear and flaps retracted, drops salved, dead engine wing 5° high and remaining engine at max continuous. It would be safe to assume that whatever altitude at which these conditions were met, would be the highest you were going to see for the remain-

der of the incident. I never heard of anyone encountering asymmetric flaps in this condition. This is, of course, because no one in his right mind even thought about flaps in this condition until reducing power over the fence or in surface effect over water. Full disclosure and in fairness to *Wright Aeronautical Corp.*, I never experienced a complete engine failure in my 2500+ hours Goat time. I had a couple of swallowed exhaust valves and a cracked cylinder, but in each case the engine continued to produce something close to low cruise power.

Now it's time to introduce the two real dowsers among the Goat's sins. First, it had a reverse stick force gradient in pitch. The spec called for a positive stick forces gradient. A positive stick force gradient means that the further you displace a control, the harder it should be to move it. As you approached a power on stall in the goat it started to get easier to pull the yoke back. I personally experienced this phenomena in the Goat's cousin the S-2 Tracker. I only observed it in the Goat while riding shotgun for a guy in the class behind me. He approached the stall with power and trim in cruise configuration and pulled back on the yoke to initiate a 1 knot/second deceleration. With the yoke moving back towards his chest, he suddenly said "Hey this is just like the stoof!". Almost immediately after that point we rolled left and nose down. Full right rudder and neutral yoke stopped the incipient spin. I don't remember even a hint of aerodynamic warning, but that doesn't mean it wasn't there. I just don't remember any. I don't remember the indicated airspeed either.

The king sin of all is that the goat had a divergent phugoid in the power approach configuration. Oh? So what's a phugoid? For those non-survivors of analytic geometry, think of a sine wave, but with each successive hump and dip getting smaller (convergent) or bigger (divergent). Then think of this thing as representing nose position, up or down with respect to level flight position. Movement along the graph from left to right represents elapsed time. According to spec, if the nose was displaced in trimmed level flight, it should return to normal in 3 convergent phugoid cycles without any control input. In plain English, if displaced, the nose should hunt

up and down in ever decreasing excursions, 3 ups and 3 downs and return to level flight. That didn't happen in the Goat.

That last paragraph is pretty esoteric. Let me show you a practical application in terms of a scam I tried working at E City. When I finished Test Pilot School, there was no billet for me at Pax River, so I was bundled off to Ciudad Isabel. There, in deference to my test pilot training, I was assigned as Asst. Public Works Officer. (in case you missed it, that was sarcasm.) This left me with time on my hands to harass my fellow airmen. For the record, the Goat pasture on the Pasquotank held only long wingers.

The set up for the sting went like this. At 3500' AGL the goat was trimmed up for level flight at 95 knots, gear extended, flaps 15°, 2300 RPM and manifold pressure as required. The mark was then

invited to either push or pull on the yoke to produce a 5 knot airspeed change and then go hands off. The hook was if the victim would then sit back with his arms folded on his chest through 3 nose oscillation cycles, I would pay him a hundred bucks. Use of the rudder to keep wings level was OK. The odds were good. If the mark lost, he owed me a beer. I never had to pay off. Somewhere in the second cycle the mark was looking at either nothing but blue sky or eastern Carolina dirt. The downside is that I only won two beers. Word got around fast. Our beloved goat was dynamically unstable in pitch in the power approach configuration — spectacularly so! (I subsequently oversaw some demos of this phenomena, but alas, no more free beers.)

The odd thing about this litany of gripes is that they can hardly be charged with hurting anybody. The exception to

this might be the possibility of force gradient reversal in the JATO takeoff stall accident cited by Krietemeyer. That is only speculation, however. The remainder of the fatalities he cataloged were mostly caused by controlled flight into terrain (CFIT). Folks flew their goats into the water in the dark of night or into clouds with embedded mountains. Either circumstance voided Grumman's warranty.

So, boys and girls, think about those bold aerial knights of old. Think about them *Hammerschlagen* down the glide slopes to those aforementioned 200 and ½ and 100 and ¼ minimums in a dynamically unstable ergonomic nightmare. Should you encounter one of these graybeards, be patient and pretend to listen to his tales of lost brotherhood and love of life in the air. Better still, buy him a drink!



Bernard A. "Barney" Bailey
U.S.C.G. Aviator 157, 1918 — 2011
by Ptero Ray Copin, Aviator 744

This is not an obituary, or, at least, intended as such despite the dates of takeoff and landing depicted in the title of this piece. I am writing this to document some interesting history of CG aviation and to inform the membership and hopefully other readers of something about a special American and a special Coastie and a special

Aviator who served well our service and his country.

In 2003 when I was serving as volunteer PTEROGRAM editor, as Ptero Goldhammer, Av 1207, serves so ably today, I received in snail mail a three page handwritten note from Barney on yellow lined paper. He had seen a copy of PTEROGRAM and wanted to offer his well wishes to me and the membership while sharing just a little of his WWII experiences as a CG aviator. His sharings were very interesting, and I went right back to him to thank him and to elicit more information from him. I don't recall whether I snail mailed a response or phoned him if that was possible. He was living in a retirement home near Dana Point, California at the time.

This led to an oral interview of Barney at his retirement home by Captain Fred Herzberg, USCG (Ret.), a friend and founder of the CG Foundation for History. I was able to arrange the interview and be present. At the time, Barney was in his late eighties and wore a black patch over one eye, pirate-like. We didn't meet Mrs. Bailey as she was elsewhere in the retirement complex, reportedly with dementia. The interview was fascinating, and afterward I printed his original hand written sharing in the Spring 2004 PTEROGRAM.

Here's a too-brief summary. 1941 graduation from college. CG OCS. Command of an 83-1/2 ft cutter (yes, there was one) in what now is 7th District territory. Flight Training. CGAS San Diego. As an O-3 in command of a PBY, he performed a landing in rough seas off the California coast to pick up a Marine Corps aviator who had had to bail out his aircraft and was hanging on in his raft. The offshore landing had not been authorized, and efforts following the rescue were headed toward a possible court-martial for disobeying an order not to land but to await a boat's arrival. Those proceedings were cancelled when the Marine Corps recommended and the Secretary of the Navy, James Forrestal at the time, approved an Air Medal for Barney which was subsequently presented at CGAS San Diego. While this part of Barney's story would seem to be critical of CG leadership for the efforts toward disciplinary proceedings, it should be noted this was a period during which several offshore landing accidents argued for risk assessments. Regardless, the outcome was a good one, and Barney went on after his San Diego tour to command the PBY with a big camera doing the first aerial photo shoots of Alaska for the Coast and Geodetic Survey.

I lost contact with Barney after a while, and last year found something in my files causing me to seek him out. Well, I didn't find him, but I did locate his obituary which was published in February, 2011. Seems he took his last flight on this earth two days after his 93rd birthday. Barney and the many other WWII CG aviators and aircrews were important figures in the rich history of Coast Guard aviation and should not be forgotten.

In those days long before GPS and today's instrumentation for "flying blind," I found the creativity of Barney's earned "Instrument Flying Certificate" impressive. In my view, we could use a bit of this kind of writing in certificates and proclamations.

Rest In Peace, 157.

[Please see a copy of Barney's 'Instrument Flying Certificate' on P. 16...Ed]





Instrument Flying Certificate

To whom it may concern:-

Greetings:

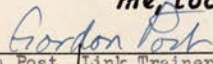
know ye by these presents that

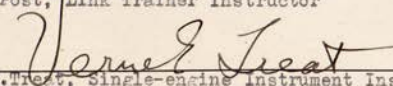
LT. B.A. BAILEY

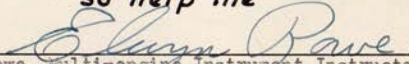
of

U.S.C.G.

has been exposed to a course of instruction in Instrument Flying, including the use of radio aids to navigation, consisting of 85 hours of academic work, 15:00 hours in the Link Instrument Flying Trainer and 32:25 hours in the Instrument Flying Airplane. This certificate is awarded in testimony of his exposure thereto and his vaccination thereof, me, too.


Gordon Post, Link Trainer Instructor


Verne E. Treat, Single-engine Instrument Instructor

so help me

Elwyn Rowe, Multi-engine Instrument Instructor

MAY 11, 1945

'Phoenix' FROM 7

mount had evidently failed while the aircraft was in service. The gyro tilt table has been immaculately restored. We are hoping for an active duty AST to volunteer to undertake repair or replacement of the cyclic, collective, and anti-torque pedal boots, as well as seat cushions, auxiliary float bag covers, troop seats and SAR board. Craig Simmons showed us the rotor head removal tools, which (used in conjunction with a long steel bar to create 300 foot-pounds of torque) enabled VectorCSP to remove the rotor head from the splined transmission rotor shaft. Damper boots and pitch change rod end covers will be inspected and renewed as necessary. "Tea kettle" hydraulic reservoirs will be drained. The "Jesus nut" and main transmission mounting bolts will soon undergo magnaflux Non-Destructive Inspection (NDI) to ensure safety when the helicopter is suspended from the NASM Udvar-

Hazy facility overhead.

The T-58 engine has been cleaned to restoration standards and will be sprayed with water displacement WD-40 and boxed awaiting final re-assembly of the aircraft. The transmission will be power-washed a second time and attention to corrosion will be given to the upper third of the housing (swash plates, linkages, braces and hydraulic actuators. The remaining units on the accessory section (generators, hydraulic pumps, etc.) are in acceptable condition. Walking back to the FBO hangar we saw both pilot's and co-pilot's 'greenhouse' windows had been replaced and the co-pilot's wind-screen crack had been stop-drilled. Corrosion control around windshield wiper mounts was addressed using a fix typically employed by AR&SC in the past. Both cyclic sticks showed evidence of decomposition due to sunlight. We discussed several methods of restoration that will be discussed with Roger Con-

nor, the NASM helicopter curator.

We inspected the horizontal sponson struts, which had been media-blasted and appeared in perfect condition and paint-ready. The Schrader valve atop the right main landing gear was free of corrosion and only needs layered paint removal.

This update demonstrates that the 1426 restoration is proceeding on schedule and under budget. However, we need your donations! Please send your check or money order to:

Treasurer
Coast Guard Aviation Association
Post Office Box #940
Troy, VA 22974-0940



HH-52A CGNR 1426—What We Know About Her

By Phoenix Committee – Pteros RADM Bob Johanson, Aviator 869, CAPT Ray Miller, Aviator 2141, and CAPT Mont Smith, Aviator 1520

The “aircraft of national significance” we found at the North Valley Occupation Center near Van Nuys, California, has an interesting history and represents both typical and unique operations in which it was involved. HH-52A 1426 was assigned to the following Coast Guard Air Stations during its 22 years of service. The helicopter was transferred to the Coast Guard Aircraft Repair & Supply Center in Elizabeth City, NC at approximately 3-year intervals for overhaul:

	St. Petersburg, Florida:	1967
– 1969	San Juan, Puerto Rico:	1970
– 1973	Detroit, Michigan:	1973
– 1976	North Bend, Oregon:	1976
– 1979	Houston, Texas:	1979
– 1983	Houston, Texas:	1984
– 1989		

The following is a recap of significant 1426 operations we received in response to our request for such information in 2013:

January 27, 1967: Engaged in the perilous nighttime rescue of four adults and two children from the vessel *Cecil Anne* which was sinking 120 miles northwest of St. Petersburg Florida. The pilot of HH-52A 1426 proceeded without fixed wing escort and made a night “beep to hover” maneuver while hampered by darkness and obstructions from a 24 foot antenna and a 12 foot jack staff. Despite the vessel yawing as much as 60 degrees in 28 foot seas, six persons (one with a broken leg) were hoisted from the bow of the boat. This rescue was featured in the July 14, 1967 edition of *Life Magazine*. The aircraft commander was awarded the Distinguished Flying Cross.

May 17, 1969: Involved in the rescue of 104 people, most of them Mormon youths, who abandoned an Excursion Boat after it caught fire off Tarpon Springs, Florida. HH-52A 1426 and two other HH-52A helicopters from Coast Guard Air Station St. Petersburg landed in the water to recover survivors. An account of the rescue can be found in the City Edition of the St. Petersburg Times, dated May 18, 1969.

November 1, 1979: First aircraft on scene minutes after the motor vessels *Burmah Agate* and *Mimosa* collided off Galveston in the early morning hours, rescuing a total of 22 survivors via hoist as the vessels experienced multiple explosions and raging fires. Twelve of those survivors were hoisted during one sortie (flight), a record for the HH-52A helicopter, whose cabin was designed to hold a maximum of 10 persons (including one crewman) or 6 litter patients.

In addition to SAR, HH-52A 1426 was involved in a myriad of other CG operational missions, including Maritime Drug Law Enforcement, Enforcement of Fisheries Laws at Sea, Migrant Interdiction, Marine Environmental Protection (oil pollution patrols), Aids to Navigation support, and assistance to Law Enforcement agencies over land when Posse Comitatus Act restrictions precluded their use of other military aircraft. Following are examples of 1426 activity in these other mission areas, at the air stations indicated:

St. Petersburg: Deployed aboard Coast Guard Medium Endurance Cutters on Drug Law Enforcement missions in the Gulf of Mexico.

Detroit: Shipboard deployments combating illegal drug/migrant activities in the Florida Straits and Windward Pass. Support of domestic ice-breaking and Marine Environmental Protection. Mission support for over 200 local, state, federal, and Canadian government agencies.

North Bend: With the Coast Guard given responsibility in 1976 for Enforcement of the 200 Mile Fishing Zone established by Public Law 94-265, CG 1426 and other North Bend HH-52As regular-

ly deployed aboard Coast Guard Cutters on Fisheries Law Enforcement missions. On December 30-31 1977, 1426 was a prominent participant in the “*Cigale* Drug Bust” which resulted in the seizure of ~ 6 tons of marijuana from Southeast Asia, valued at \$16.8 million, on a beach at Bandon, Oregon. The marijuana had been carried in the 100-foot vessel *Cigale* (Panamanian registry) which anchored offshore and transferred its contraband to amphibious “DUKWs” for delivery to a ranch near Coos Bay.

Houston: Air Station Houston supported NASA Gemini and Apollo space capsule egress training for astronauts like Wally Schirra, Ed White and Michael Collins in the late 60s. Later, CG 1426 was often deployed aboard a Coast Guard cutter to engage in law enforcement missions. Patrol areas extended to South America, with emphasis in the Gulf of Mexico and the Straits of the Yucatan. CG 1426 and other HH-52A helicopters from Houston deployed out of Key West, FL aboard cutters to participate in the Mariel Boat Lift on Patrol/SAR/Migrant Interdiction Operations—necessitated by the huge Cuban refugee exodus that began in 1980. CG 1426 also conducted drug law enforcement missions within range of the air station as areas east, south and southwest of Houston became a haven for smuggling illegal drugs. Extensive oil pollution patrols along the 55-mile long Houston Ship Channel, and in areas east of Houston to Lake Charles, LA, including Beaumont, TX, were required to enforce anti-pollution laws.

The committee is very grateful to those who provided the accounts described above, and now we are requesting anyone who may recall other significant operations by HH-52A 1426 to send us an e-mail with the details. Newspaper articles help document the date and circumstances, but are not required.

Mont Smith mont68@comcast.net

Two ‘Seasoned’ Pteros Meet



On 17 January, I visited Ptero Les High, Av. 549, at his home in San Diego. We talked about pre-commissioning times at ATC Mobile, circa 1966. I was the 8th person to check-in on August 15, 1966 and, of course, he was already there serving as the CO and Project Officer. Ptero Rick Trent, P-2424, MCPOCG (Ret.) & Enlisted Ancient AI #2 [Les is the 8th oldest living CG Aviator, DOB 2/12/24...Ed]

P4Y-CG

By Ptero Doug Kroll, P-3160



First flown in December 1939, the B-24 "Liberator" ended World War II as the most produced American aircraft in history---over 18,000 for the US Army Air Forces, the US Navy and the Allied air forces during World War II. Built by Consolidated at San Diego, California, and Fort Worth, Texas and by Douglas at Tulsa, Oklahoma. Later they were also produced by the Ford Motor Company at Willow Run, Michigan and North American at Dallas, Texas. It was designed to be a heavy bomber with a longer range, greater speed and a higher ceiling than the Boeing B-17 "Flying Fortress" then in production. However, many Army Air Forces pilots were not happy with the B-24. It had heavier controls and was harder to hold in tight formations. They considered its cockpit too cramped and they thought the control panel was so high that the only thing the pilot had a good view of was the plane's snout. Because it was so heavy, if one of the four engines quit, staying airborne was challenging; the failure of two engines was frequently an emergency. Its high fuselage mounted wing also meant it was dangerous to ditch or belly land since the fuselage would break apart. They gave it the nicknames of "the Flying Brick," "the Flying Boxcar," and "the Constipated Lumberer," a play on Consolidated Liberator. Some went so far to give the B-24 the nickname "the Flying Coffin." Despite their opinions, and being overshadowed in publicity by the B-17, the B-24 can still be argued to be one of the most important Allied aircraft of World War II.

The US Navy started using land-based patrol planes before entering World War II. The war increased the need for land-based planes with longer ranges, so they had the Consolidated Vultee Aircraft Corporation of San Diego modify Army B-24s, in 1943 and re-designated as

PB4Y-1 "Privateer's". Modifications included a longer nose with an Erco ball turret installed, as well as an additional top turret and new waist-powered turrets. The Navy model also had a single vertical tail in place of the B-24s twin tails. Because Navy patrol missions were flown at lower altitudes, the Liberator's turbo superchargers were removed for mechanically supercharged Pratt & Whitney R-1830-65 Twin Wasp 1,200 hp 14-cylinder radial engines. The US Navy flew the PB4Y, ranging far across the Atlantic from Iceland as well as the US. With its 2,800-mile range, the Navy took delivery of 739 Privateers, though few reached front line service by VJ Day. The Navy continued to use the Privateer in the early Cold War. On 8 April 1950 a Navy PB4Y-2 attached to VP-26 and flying an electronics reconnaissance mission was shot down by Soviet MIG fighters about 80 miles southeast of Liepaja, Latvia over the Baltic Sea. It would be the first U.S. aircraft shot down during the Cold War.

They were still in production when World War II ended. The first of the nine PB4Ys were transferred to the USCG early in 1944. In 1951 the Navy PB4Ys were re-designated P4Ys. Those assigned to the CG were designated P4Y-2Gs and modified for search and rescue missions and for weather reconnaissance. The guns were removed and the nose turret was replaced by a large glazing similar to that of the earlier B-24D, and the waist sponsons were deleted and replaced by large bay windows. The forward bomb bay held auxiliary fuel tanks and aft bomb bay held six droppable life rafts. They were assigned to the San Francisco, CA and Barbers Point, Hawaii Air Stations.

These P4Ys were used as the ready plane for any SAR cases that came up. In the days and years following World War II Barbers Point and San Francisco flew many intercepts of commercial airlines over the Pacific. These intercepts were portrayed in the 1954 Hollywood film starring John Wayne (Warner Brothers), "The High and The Mighty", which included footage of one of CG Air Station San Francisco's PBM-5G in a launching scene and a PB1G in flight. The P4Y "Privateers" were faster than the PB1Gs and could keep up with the Pan-Am airliners. These "Privateers" were also used for

weather reconnaissance duties. The P4Y-2G was the largest aircraft ever used by the CG until the Lockheed HC-130 came into use in late 1959/early 1960.

The P4Ys were intended to replace the PB1Gs. They normally carried a crew of six: two pilots, two AL's and two AD's. On longer missions a third pilot would serve as navigator. Occasionally an AT or a Parachute Rigger flew as a crewmember to get his flight time logged. One AL would operate the Radar and LORAN in addition to radio communications and an AD would be the flight engineer. Deploying parachute flares would be the responsibility of the AD. The other AL and AD would be observers, one in the nose bubble and one in the waist. Neither position was easy to get to. To get to the nose bubble you had to walk aft from the flight deck and drop down to walkway between the auxiliary fuel tanks, then turn completely around and crawl under the flight deck to the nose bubble. The waist observer had to walk a very narrow walkway over both bomb bays and then climb up to his observer position. Both were especially difficult in heavy turbulence.

Aircrews found the P4Ys difficult to get into. Entry was through the bomb bay where one had to maneuver between the auxiliary fuel tanks. Some pilots were not impressed with the P4Ys either. None of the controls were boosted, so everything was manual. It had no nose wheel steering so turning on the ground was accomplished using a combination of engines, brakes and the rudder. Some other pilots, however, thought the PB1Gs had more forgiving flight characteristics.

The Coast Guard utilized the P4Y-2Gs through the late 1950s when they began to be replaced by HC-130 aircraft. After retirement the USCG Privateers were returned to the US Navy, initially for storage, then were sold as fire-bombers, the first conversion taking place in 1961. The one remaining airworthy P4Y-2G (BuNo. 66302) served at Air Station San Francisco through the late 1950s. It later served as a firebomber until the late 1980s. It fought blazes from the Mexican border to northern Alaska, including the 1988 Yellowstone fires that tore through nearly 800,000 acres of iconic Yellowstone National Park. It is now privately owned by PB-4Y LLC, out of Phoenix, Arizona. I had a chance to see it and enter it when it flew into the Palm Springs Air Museum in March 2014.



C.G. Academy Flying Club Report

By LCDR Andrew L. Guedry, Aviator 3503

An Inter-Service Flying Competition, hosted by West Point, was held in April and spanned a Friday and Saturday over at Dutchess County Airport (KPOU) in New York. Navy was also in attendance and unfortunately Air Force was unable to attend. We fielded competitors in all of the ground events including: aircraft pre-flight, aircraft recognition, manual flight computer, navigation knowledge and planning, and ground trainer (RedBird simulator).

Since our team has not yet reached the point where we can compete in the flying events, we were limited in the events we could participate in. West Point was kind enough to take our cadets up as dropmasters so that we could compete in the message drop event which we ended up taking first place in (the Army coach and I had a chuckle as when Army offered that up, I don't think they expected us to place so well and steal points from

them). We did not compete in the navigation, power off and short field landings as those were events requiring aircraft control manipulation.

Overall I was extremely impressed with the enthusiasm and maturity of our team. We were small in comparison to the larger service academies but managed to score well in the events. After the unofficial results were announced after the competition, the Army coach made it a point to come over and say how impressed she was with how we did, and that if we had fielded competitors in the flying event we would have been 'a force to be reckoned with.'

I spoke at length with 2/c Kevin Hayward and 2/c Ally Roesch, our future club presidents. They are very motivated to get our club to the point where we can compete at the same level as Army and Navy. We have a handful of dedicated pilots that have their private pilot licenses already and spend their off time flying over at Groton and after two

years of bringing our team to compete in ground events, I think it is a good time to lay the groundwork and get our young flyers up in the air. The NIFA personnel that run these competitions place safety number one and ensure an extremely controlled environment. Their track record on safety at these events is impressive. I'm in the process of drafting a flying club set of standard operating procedures that closely resemble that of West Point. They have a proven system that would be a solid foundation to build upon and have offered mentorship in helping us get off the ground so to speak. My goal is to have a draft completed this summer and would welcome any feedback from CGA's aviators when the first cut is done.

The next competition is this fall at the NIFA regional competition which will be right up the road in New Bedford. If we are properly prepared, that would be the perfect opportunity to kick our baby birds out of the nest so they can learn to fly with the other big birds!



CGA Flying Club Members in center of photo: 2/c Kevin Hayward (L), LCDR Andy Guedry, 4/c Tim Powell, 4/c Cory Creswell, 3/c Keith Holmes, 2/c Allyson Roesch

Naval Helicopter Association Symposium Awards Presented

Several active duty and dependent Coast Guard people were recognized at the 2015 NHA Symposium in San Diego in May.

Aircrew of the Year (Deployed)

(Sponsored by Sikorsky Aircraft) was awarded to the flight crew which, in the opinion of the National Awards Committee, accomplished the most notable embarked helicopter mission in the preceding year. Demonstrating the most professional airmanship and overall performance as a crew during helicopter operations. The awardees were the crew of HH-60 CGNR 6006 from AirSta Ko-

diak: AC: LT Francis E. Wolfe, Co-Pilot: LT Grant H. Langston, Crew Chief: AMT2 William T. Smith, and Rescue Swimmer: AST2 Jacob L. Warner.

Instructor Aircrewman of the Year

(Sponsored by CAE) was awarded to the enlisted aircrew instructor who has consistently demonstrated superior aeronautical ability and performance in his/her assigned flying billet. The awardee was AMT1 Daniel C. Coleman, ATC Mobile.

Maintenance Chief Petty Officer of the Year (Sponsored by BAE Systems)

Awarded to the Chief Petty Officer/Petty Officer assigned to a unit's Maintenance Department whose dedication and effort have significantly increased his/her command's ability to perform its mission. The awardee was AMTC James I Rattrie, AirSta Miami.

Maintenance Enlisted Person of the Year (Sponsored by Breeze-Eastern) was awarded to an enlisted person (E-5 or below) assigned to a unit's Maintenance Department whose dedication and effort have significantly increased his/her command's ability to perform its mission. The awardee was AET2 David W. Cummings, AirSta New Orleans. [See *NHA Awards* on P. 20]

Air Station Traverse City Holds Vietnam Combat SAR Pilot Mural Dedication

By CAPT Sean M. Cross, Aviator 3321, CO

We had an absolutely great day on 13 May for our ceremony in "Coast Guard City" Traverse City and the ceremony content matched the quality of the beautiful spring day. Guests were greeted as they turned onto Airport Access Road with both sides of the street lined with American Flags provided by the Grand Traverse Area Veterans Coalition - it was a sight to behold.

Members of the Patriot Guard and Rolling Thunder motorcycle Veterans groups completed an Honor Ride at our hangar to honor our 11 CG Aviators:
 LT Richard V. Butchka, Aviator 1238
 LCDR Joseph L. Crowe, Aviator 1065
 LT Lance A. Eagan, Aviator 1060
 LT Robert E. Long, Aviator 1452
 LT James M. Loomis, Aviator 1179
 LT Roderick Martin III, Aviator 1080

LCDR Lonnie L. Mixon, Aviator 878
 LT James C. Quinn, Aviator 1091
 LT Robert T. Ritchie, Aviator 1216

LT Jack C. Rittichier, Aviator 997
 LT Jack K. Stice, Aviator 1234

The ceremony kicked off at 10:00 AM and we had a full house of local Traverse City VIPs, active duty/retired CG members and Vietnam Veterans. Retired CDR Robert "Bobby" Long, Aviator 1452, (who attended with his wife, Stephanie) and I both spoke before CDR Long and our own LT Dan Schrader (PAO and primary mural designer) unveiled the mural.

This dedication was part of the National Vietnam War Commemoration program to memorialize the 50th anniversary of the Vietnam War - when regular U.S. combat units were deployed in 1965. Also, next year, 2016, will mark the "Centennial of CG Aviation" - all of

us at Air Station Traverse City "stand on the shoulders of giants" like the ones we honored today. Ceremonies like this remind our current active duty members that the Coast Guard has a heritage to maintain and standards of HONOR, RESPECT & DEVOTION TO DUTY to uphold. As a Coast Guard - we do a terrible job of marketing our value and our impact to the American Public... most Americans don't know that 11 CG Aviators served as Combat Search and Rescue Pilots in Vietnam and I've been on a mission to change that.

Guests remained an hour after the ceremony to take photographs with the mural and read about the exploits of CG Aviation in Vietnam. Air Station Traverse City hosted an EAGLES & ANCHORS LEADERSHIP lunch in the afternoon with our Pilots and Chiefs - numerous retired CG Aviation folks joined us to discuss Vietnam with CDR Robert Long - it was a great afternoon!



CAPT Cross and CDR (Ret.) Long Admiring the mural.

'NHA Awards' FROM 19

The two Coast Guard sourced (dependents) scholarship winners this year were Kendall Langum (Region Five) and Jacob King (Region Two). [See adjacent photos...Ed]
 Congratulations to all awardees!





Mail Call! This issue's mail is brought to you by a PBY-5A, with Air Rescue markings, on the ramp at Air Station San Diego.

Ten Pound Island Memorial Day Wreath Laid

I thought you'd like to know that USCG Auxiliary Flotilla 46—Cape Ann sponsored a wreath laying at the Ten Pound Island Memorial in observance of Memorial Day and the ninetieth anniversary of the Air Station. I have attached a photo; the island is in the background. Ptero John Keyes, P-3390, Air Observer, USCG Auxiliary



Naval Aviation Museum New Coast Guard Exhibit

Let me brag on Ptero Past President George Krietemeyer for a bit. His skill in building "connections" within the National Naval Aviation Museum & Foundation and it's leaders over the years was surely the linch pin for greasing the skids to get this new magnificent CG Exhibit a reality. He never took "no" or "later" for an answer from Director Rasmussen, but doggedly pursued this project over the years. He wore the Navy down while others couldn't make much headway despite their attempts.

Pushing to get the Museum that Award was a nifty way to express thanks to those who supported him on the Muse-

um and the Museum Foundation. I popped my buttons with CG Aviator's pride when I saw the video of the ceremony. Everlasting thanks to George for his perseverance, energy and "moxie" to get 'er done.

Pushing to get the Museum that Award was a nifty way to express thanks to those who supported you on the Museum and the Museum Foundation. I popped my buttons with CG Aviator's pride when I saw the video of the ceremony. Everlasting thanks to you for your perseverance, energy and "moxie" to get 'er done.

Congratulations to Lonnie (Mixon, Aviator 878, AA#23 and AA#24 & all the other involved CG folks who made the Exhibit opening a class act! Ptero VADM Donald 'Deese' Thompson, Aviator 683, Ancient AI #10

I have had the distinct pleasure and yes—privilege—of working with George on numerous occasions. I could not have said it better, Deese.

I also emailed a note to Lonnie— from what I observed—a recognition for him and the others has been long overdue. Ptero John 'Bear' Moseley, Aviator 743

Pterogram Sighting



On 23 January at the Warbird Muse-

um, Valiant Air Command, Titusville, FL - Ptero Executive Director Ben Stoppe, Aviator 1646, & Ptero Cecil Berry, Aviator 910, museum docent. In the background is a magnificently restored T-28C Trojan trainer.

Pterogram Thoughts

Do you have those nights when an outstanding idea hits and you can't sleep? Or at least when struggling with *Morpheus*, they seem like the best thoughts ever. Well, for me, tonight is one of those and I'm going to try my deep-night thoughts out on you.

Zip Rausa, editor of *Wings of Gold*, features a column; actually several if he has extra empty pages, called "*Tale Winds*." This is a popular feature in the Association of Naval Aviation magazine and often the first read feature, even though it is a filler. I have written accounts for this column in the past as well as feature stories. This page receives greater reactions.

So, here is my maybe late-night, early-morning fuzzy-headed thought: Steve, you might begin by featuring a filler column in *Pterogram* and perhaps call it—as all air stories begin, "*...and this is no...*" But, maybe you might come up with another more appropriate column title such as, "*Ptero Ptales*." (Haven't you used this?) Anyway, you get the idea. You can come up with something snappy.

Maybe this column might be a way to get some of your stories, Tom Rich, in print where they belong, and for you Steve, to encourage more to participate in revealing their Mark Twain side. There are a lot of aviation 'firsts' and 'lasts', but on one 'Goat' flight I had an ample number of both. And we parked the aircraft in its normal parking space unscathed at the completion of a successful flight. Hint: I flew John Greathouse on his first and his last HU-16E stan ride, which took place at E. City.

Now, maybe I can go back to bed and hopefully go to sleep and let you both toss and turn sleepless over this idea. I have two other stories, more mundane (a helo crash on Mt Erebus and a 1927 rumrunner disappearance), that are in their final versions to get to editors. And I need all my wakeful wits to complete them. And a couple other stories are tugging at my guilty conscience for not meeting deadlines.

Ptero Tom Beard, Aviator 1104



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 James A. Owenby	New Orleans	AET3 Timothy D. Mutter	Kodiak
AMT3 Nickolas A. Glair	Miami	AST3 Russell W. Grizzard	Kodiak
AMT3 Christopher A. Tessman	Elizabeth City	AST3 Joseph D. Sayre	Savannah
AET3 Jason R. Frayne	Astoria	AET3 Mikel P. Vartanian	Clearwater
AMT3 Jonathan C. Talley	Mobile	AST3 Dakota J. Schick	Borinquen



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>
3773A Daniel K. Comunale	San Diego	3827B David A. Birky	Elizabeth City
3852B Michael J. Carroll	Sitka	3916B Scott W. Hyatt	Elizabeth City
4553 Allison G. Majcher	Sacramento	4554 Jenna H. Carpenter	Barbers Point
4555 Zachary T. Bowers	Elizabeth City	4556 John S. Stockton	Elizabeth City
4557 Andrew T. Denning	Clearwater	4558 Allan L. Carroll	Houston
4559 Johnathan B. Ardan	Traverse City	4560 Robby L. Chavez	Detroit
4561 Chad A. Perdue	North Bend	4562 William A. Allan, III	Detroit
4563 Harry N. Lehman	Corpus Christi	4564 Amanda P. Frederick	Houston
4565 Noah Miller	Clearwater	4566 Adam C. Guarno	New Orleans
4567 Marshall D. Smith	Sacramento	4568 Jonathan R. Egezeino	Sacramento
4569 Joshua C. Wofford	New Orleans	4570 Justin L. Doherty	Mobile
4571 Christopher J. Schleck	San Diego	4572 Ryan P. Harrigan	Elizabeth City
4573 Casey J. Gilmore	North Bend	4574 Kyle J. Bertoluzzi	Cape Cod
4575 Simon P. Gottberg	New Orleans	4576 Jacob K. Clayton	Savannah
4577 Nicholas D. Poehler	Barbers Point	4578 Edward W. Sella	Clearwater



Bernie Book

Saw no response to the Bernie book note, so I thought I would jump in. I was one of a whole slew of people stationed with Bern as the book was developed. Keep in mind that Bern had other duties, plus a whole lot of flying. Speaking of flying, I was the schedules Officer during a significant amount of this time, working for Dick Walsh as Ops; needless to say that job kept him really busy, so I had a fairly free reign. I had succeeded Lonnie Mixon as schedules and

inherited a really good system of keeping track of 7-8 patrols/week, plus SAR and all the other stuff. Anyway, I usually received a bit of grief for every day's schedule. I found it very easy to take the path of least resistance, scheduling heavier those who didn't complain. I ended up really leaning on Bern. One day he came into my office and in a round about way pointed out the lopsided schedule; never once did he go to Dick Walsh. I tried to ease up on Bern from then on. The reason for the above background is this was the same period that

so much of the Bernie Book was developed. There was no doubt that Bern caught a lot of flack on his book, (he nearly drove a few people over the side, but his persistence prevailed, and that book became one of the best tools for quick reference that any of us had. My home burned a few years ago or I promise I would still have my copy, as a good memory of the Dinner Key/transition to Opa Locka period. Thanks, Bern, for hanging in there.

Ptero Billy Ed Murphy, Aviator 826
[I still have my Bernie Book...Ed]

Dues are tax deductible

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

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Sign me up for:

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- ☐ Annual Membership **\$35** (*Active Duty \$20*)
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- ☐ 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
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(Visit www.AOPtero.org, click on "Store" for more)

Jun 2015 Please make copies of this form and pass it on.

Please check all below that apply:

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

.....
☐ CG Aviator (Data if known:)☐

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

.....
☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served:

_____ to _____

.....
☐ Other: _____

☐ Please send me how-to-help info!

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**The CG Aviation Association
P.O. Box 940,
Troy, VA 22974**

Total Enclosed:

\$

CG Commandant Visits National Naval Aviation Museum to Dedicate New CG Exhibit **By Ptero Past President George Krietemeyer, Av. 913**



On 7 April, the Commandant, ADM Paul Zukunft, visited the National Naval Aviation Museum after visiting ATC Mobile. The Commandant, his wife and party were greeted by LtGen Duane Thiessen USMC (Ret) - President of the Naval Aviation Museum Foundation and several museum staff members. Capt George Krietemeyer, USCG (Ret) was along to describe the new CG Exhibit and outline some of the future plans for the CG Aviation Centennial in 2016.

The Commandant was surprised to see how much space was devoted to the

USCG and also commented on the large number of aircraft in CG colors. His wife, Fran Deninno, and her CG "Objee" Bear were seen at many different locations including a 40MM gun emplacement and aboard the HH-52 Cockpit Procedures Trainer.

The NC-4 was a special delight for the Commandant; he had no idea what that aircraft looked like and he was pleased to see that Elmer Stone is clearly documented as the PILOT of the NC-4 (First Across the Atlantic).



'Prez Message' FROM 2

Ye Olde Treasurer (Ben Stoppe) continues to handle our finances magnificently. The 2014 taxes have been filed and he will have a full accounting for you at the business meeting.

Finally, I need your help. I am seeking volunteers to serve on a committee to develop criteria for the Victor Roulund Rescue Swimmer Lifetime Achievement Award, and a procedure for presenting it. This award is envisioned to recognize outstanding accomplishment spanning a career as a Rescue Swimmer. Let's dust off those writing skills – please drop me a line if you can help out for a 60-day project to get this to completion.

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

Jim Van Sice, Ptero 1777

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AirSta Savannah Highlighted, Pg. 12



Photo of dedicated Phoenix Project volunteers/technicians taken on June 18 in the FBO hangar at KECG where HH-52A CGNR 1426 (in background) is being restored. CAPT Sal Palmeri (L), CG-41 (Chief, Aeronautical Engineering), AMT1 Aagard, ALC, First Active Duty Volunteer to perform hands-on work on CGNR 1426 restoration, David Young, VectorCSP employee and Aviation Maintenance Technology student at College of the Albemarle E. City, Craig Simmons, Technician, VectorCSP, John Siemens, Technical Subject Matter Expert, VectorCSP, CAPT Keith Overstreet, CG-4a (Chief, Business Operations), and CAPT Jim Martin, CO ALC. [See related stories on Pg. 1 and 5]



Ancient Al Ceremony, Pg. 3

THAT'S NOT ALL !!

MAIL Pg. 21