



PTEROGRAM



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

Sitrep 2-16 Summer 2016

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

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Magnificently Restored HH-52A CGNR 1426 Displayed at National Air & Space Museum

By Ptero Steve Goldhammer, Aviator 1207



On 14 April 2016, an awesome and stellar day, a pthrong of over 250 current and former CG leaders, Ancient Al's, Pteros, aviators, aircrewmen, spouses, and aviation devotees proudly gathered at the Udvar-Hazy Smithsonian National Air & Space Museum, the shrine of aviation, to celebrate the addition of HH-52A CGNR 1426 to its hallowed halls. The beautifully restored 'Seaguard' appears as an apparition from heaven as it hovers suspended from the ceiling over an F-4 and an F-35 in the Northwest corner of the building. Many of the attendees had pflocked to a local hotel the previous evening to kick off this surreal and wondrously historic event in CG aviation. Please see pages 3-12 for other related stories and pages 14-16 & 21 for the **Mobile Roost** schedule, hotel info, and registration form. **REGISTRATION DEADLINE** is 2 October!



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 2016, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 31 or the website

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

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PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel. Reproduction of Pterogram for further distribution is authorized & encouraged. Correspondence may be sent to: AOP

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A Message from 1777 (CGAA/AOP President):



Greetings, Fellow Pterodactyls: So, what's it like to be the guest president's message writer for a Centennial of CG Aviation Pterogram? I must say that it's an honor to do this. Our president, Ptero Jim Van Sice is finding out that one is really busy in retirement, and asked me to pen this message, to keep to the Pterogram deadline. (Our Ancient Scribe lives by the letter of the deadline!)

By the way, that guy in the CG uniform on P. 27 is me – not 20 years ago – but, just a couple months ago at the Charlottesville, VA Vietnam Memorial rededication. I was asked to represent the CG, and raise the CG flag at the ceremony. All it took was about \$120 at a local tailor, and I could breathe again with all four buttons closed!

Your Association has been darn busy in this first half of the 100th Anniversary of Coast Guard Aviation. Here is a brief listing of what's been going on:

Our Centennial year started out with Elmer Stone birthday celebrations in January all around the country. CGHQ carried one out in a snow storm, but, there are many photos of warmer climes at several Air Stations. Elmer would be pleased.

Of course, our Association's capstone effort – the 11 year long Phoenix Project – came to a very successful conclusion with the hanging of HH-52A CG-1426, in Houston livery, at the Smithsonian's Air & Space Museum, Udvar-Hazy Center, in April. Helping with the financial end of this project was our own member donations in both coin of the realm & our well-worn flight suit name tags that will forever be encased in helmet bags inside the aircraft. Many thanks were earned, starting with our Phoenix Project director, Ptero Bob Johanson, along with the excellent complete to cost restoration efforts of VectorCSP's Team, with Ptero Stan Walz at the helm. Over the years, many corporate donations have been received to help us with Phoenix. Check out the Ptero web site home page for corporations which deserve our gratitude. The list of thanks yours is a mile long! Ptero Frank Shelley received a long overdue MSM at the April induction ceremony for his efforts at the forefront of the H-52 acquisition process. She sure looks pretty in that museum!

In May, a long overdue correction to Stone's tombstone in Arlington National Cemetery was completed, which was sponsored by your Association, and, once again led by Pteros Johanson, as well as Ptero Mont Smith, who did much research. We had to convince the Navy, the Army (runs ANC), & find a living Stone relative to make this happen. We had Ray Stone, Elmer's relative, at the rededication, and a two plane H-65 helo flyover. Read about it in this issue.

In June your Association sponsored a table at the CG Foundation's DC Salute to the CG dinner, where the theme celebrated the CG Aviation centennial. [See **Prez Msg.** on P. 27]

Taps

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

Janice Cooper (spouse of Ptero Gene Cooper, 809), 7/2/15

Mitchell A. Perry, 500, 2/12/16

John D. Steinbacher, 689, 3/27/16

Raymond P. Wirth, Jr., 1297, 4/30/16

James T. Clune, 636, 5/9/16

Charles F. Hahn, 751, 5/30/16

**AirSta Elizabeth City
Celebrates Centennial**

Crews from the U.S. Life-Saving Service assisted the Wright brothers' first flight, making them the first aircraft ground crew.

On 16 March, MH-60 crews from Air Station Elizabeth City flew in formation near the Wright Brothers National Memorial in Kill Devil Hills, NC in honor of our Centennial anniversary.



Restored US Coast Guard Helicopter Dedicated at the Smithsonian



A restored Coast Guard HH-52A 'Seaguard' helicopter was dedicated into the Smithsonian National Air and Space Museum's Steven F. Udvar-Hazy Center during a ceremony on 14 April. The 1960s era HH-52A, which bore the tail number 1426, was renovated by Vector CSP and is now the only CG aircraft on display in a Smithsonian museum.

The 1426 helicopter spent many years at the North Valley Occupational Center's aviation facility in Los Angeles until members of the CG Aviation Association became aware of it in 2012. Restoration work began in March 2015 and finished in November 2015.

Ptero CAPT Joe Kimball, Aviator 3211, Chief of the CG Office of Aviation Forces (CG-711), was the Master of Ceremonies. He introduced the dignitaries: GEN John R. Dailey, USMC (Ret.), Director, National Air & Space Museum, ADM Paul F. Zukunft, CG Commandant, Ptero Prez RADM Jim Van Sice, USCG (Ret.), Roger Connor, National Air & Space Museum Exhibits Curator, Mrs. Fran DeNinno-Zukunft, USCG Ombudsman at large, ADM James Loy, Former Acting Secretary of Homeland Security and 21st CG Commandant, The Honorable Joseph Peel, Mayor of Elizabeth City, NC, VADM John Currier, 28th CG Vice Commandant, Vince Patton, 8th Master Chief Petty Officer of the CG, VADM Charles Ray, Commander Pacific Area and the 25th Ancient Albatross, and LtCol Miriam Gray, Legislative Affairs Officer at NC Gov. Pat McCrory's Office of Federal Regulations.

CAPT Kimball said that on 1 April, 1916, LT Elmer Stone attended Naval Flight Training in Pensacola, FL. He is CG Aviator #1 and why we are celebrating our centennial in 2016. In the audience today is Nancy Sledd, the granddaughter of Cadmus Griffin, who was an enlisted member being trained as a pilot in that same class in 1916.

GEN Dailey said that '...aviation is America's story, and the CG has been there since the very beginning.' He

thanked the CG, the CG Aviation Association, and everyone at the ceremony for sharing this moment in history.

CGAA Prez RADM Jim Van Sice, Aviator 1777, thanked the Smithsonian National Air and Space Museum and the USCG for giving him the opportunity to speak on behalf of the CG Aviation Association. He said he would attempt to express the CGAA's appreciation to those who helped make this day possible, and try to impart some sense of the level of effort involved to bring this event to fruition. He said that there have been four Presidents of the CGAA since the project started 11 years ago but there has only been one Project Officer, Ptero RADM Bob Johanson, Aviator 869; this story is about him.

There have been 21 crewmembers and five civilians lost in seven Class 1 HH-52A accidents. Those 26 have their nametags (in blue) in the helmet bag donated by Ptero CDR Chris Kilgore, Aviator 1906, (Burma Agate SAR case co-pilot) that was placed in the 1426.



First, everyone gathered here has contributed in some consequential manner to this project. Some donated their time, some their particular skill and some gave financial or materiel support.

The corporations who helped through either materiel or financial support and deserve our recognition are, in alphabetical order,;

Agusta Westland NA
AkzoNobel Aerospace Coatings
Calvert Social Investment Foundation
Capewell Aerial Systems
DRS Technologies

Elbit Systems of America
GE Aviation
Goodyear Aviation
Lockheed Martin
Lockheed Martin Aeronautics Company
Raytheon Integrated Defense Systems
Rockwell Collins Government Systems
Sikorsky Aircraft Corporation A Lockheed Martin Company
Switlik Parachute Company Inc.
Telephonics Corporation
Turbomeca USA Safran

The other company who performed the work on our aircraft is Vector CSP. Vector CSP had never done a renovation this extensive before. They are to be commended for an outstanding job and for coming in well under cost and ahead of schedule. They were assisted by the CG doing the restoration exterior painting and some fiberglass repair. He asked for a round of applause for our corporate sponsors.

He then spoke about the project which spanned 11 years.

PROJECT PHOENIX

In February 2005, the President of the Ancient Order of the Pterodactyl, retired CAPT George Krietemeyer, Aviator 913, set the goal of displaying an HH-52A in the National Air & Space Museum. The effort was consistent with the mission statement of the organization which includes: Contribute to the enlargement and perpetuation of the history of CG Aviation and recognition thereof both internally and in areas external to the service.

In March 2005, CDR Chris Martino, Aviator 2701, deputy Aviation Forces, confirmed that there were three HH-52A airframes at Aberdeen Proving Grounds (APG), which had been donated to the Army for ordnance testing.

That same month George Krietemeyer asked retired RADM Bob Johanson and retired Ptero CAPT Tom King, Aviator 1775, to "help save the HH-52As at Aberdeen Proving Grounds." Both agreed.

In April 2005 Tom King, former Chief of Aviation forces, contacted the National Air & Space Museum's Curator, Roger Connor who was quick to recognize that the HH-52A was a suitable candidate for display here. The HH-52A represented a milestone in helicopter technology in that it was the world's first fully amphibious turbine powered all-weather helicopter. During its 25 year service life in the USCG, more than 15,000 lives were saved by HH-52As which was the most lives saved by a single helicopter type in the world up to that time. Roger did make it clear to

Tom that display space at both National Air and Space Museum facilities (Mall and Udvar-Hazy) was at a premium, and that he expected that any HH-52A accepted into the Smithsonian collection would be put on temporary display at another location, possibly for an extended period. Additionally, the CG Aviation Association would be responsible for identifying a Smithsonian approved location for that extended period.

In June 2005, Tom King and Bob Johanson visited Aberdeen Proving Grounds and found three HH-52As. The good news was they were still free of bullet holes. The bad news was they were mired in the mud with weeds sprouting out from transmission and engine compartments. Tom was moved to name these three helicopters "the Aberdeen Girls", and he coined the name of the project "PHOENIX."

Subsequent to that visit, Ms. Lynn Brown, USCG Property Program Manager, facilitated return of the HH-52As from Army to CG Ownership. Mr. Bill Keithley, an Army civilian employee at Aberdeen, arranged for the Army Reserve to utilize CH-47s to sling-lift all three HH-52As from Aberdeen to the CG Aircraft Repair and Supply Center in Elizabeth City NC. The last one arrived in January 2006.

CONDITIONS/EXECUTION

In order for this project to be undertaken there were some legal considerations that had to be accounted for;

It turns out that Appropriated funds can be used in restoring CG-owned aircraft that are designated historical artifacts.

It is also the case that restored CG-owned aircraft can be transferred directly to Smithsonian without General Services Administration involvement.

A couple of agreements had to be executed between the service and the CG. The first was a Gratuitous Services Agreement which allowed CGAA to provide materials, technical and logistic support to USCG and the second was a Memorandum of Agreement which cited CGAA and USCG responsibilities. These two documents were coordinated by the CG Ethics Attorney, Bill Lucas, who defined the requirements, and worked with Ptero CAPT (ret) Ray Miller, Aviator 2141, to develop both documents.

By early 2006 the effort centered around finding a suitable candidate for restoration. There were three Aberdeen Girls parked outside at ARSC, awaiting available space inside to be inspected and evaluated for suitability as a foundation airframe for restoration. The then President of the CGAA, retired CAPT Mont Smith, Aviator 1520, wrote letters to 50+ museums and vocational schools

with follow-on visits by Phoenix team members to several, inquiring about availability of HH-52As for future display in NASM. This significant effort yielded no positive results.

A dialogue was entered into with private H-52 owner wishing to sell flyable H-52 (former CGNR 1403) but the price was prohibitive. Inspected owner's supply of H-52 hulls and parts in AZ with ARSC Project Officer LT Monte Nijar. The hulls were too expensive but some spares were later retrieved by Ptero retired CDR Cecil Loter, Aviator 1249, pending use on whatever airframe would ultimately be designated for restoration.

In 2008: Tom King and Sergei Sikorsky met with Museum Director GEN (ret) Jack Dailey at Udvar-Hazy Center to discuss CGAA's ongoing effort to find a suitable HH-52A for display in U-H Center. GEN Dailey committed to having an HH-52A in the Smithsonian Collection but also reminded them of space constraints and a probable need for a temporary display location before the helicopter could be accommodated in one of their locations (Mall Museum or U-H Center).

In 2009, CGAA was alerted by ARSC (Aging Aircraft Branch) of an H-52 (former CGNR 1398), reportedly in good condition at a vocational school in Arkansas and available on eBay. CGAA purchased and arranged with CG-8 (Ptero RDML Keith Taylor, Aviator 2420) for donation to CG. CG-4 (RADM Ostebo, Aviator 2342) approved funding to transport to ARSC where it was stored outside with Aberdeen Girls. There was still no inside space available to evaluate the best aircraft to use as foundation airframe for restoration.

In 2010 the Smithsonian Curator, Roger Connor, advised CGAA of an HH-52A (CG-1425) stored outside at Boeing Museum of Flight (MOF). The airframe was reportedly in good condition. CGAA President Mont Smith aggressively pursued transfer of CG-1425 to CGAA for restoration under joint CGAA-USCG agreement and subsequent transfer to the Smithsonian for display in NASM U-H Center. The Museum of Flight Director opted to retain CG-1425 for display in the Museum of Flight, which was accomplished in June 2011, after restoration by Port Angeles Air Station and CGAA volunteers.

The worst news was yet to come. In 2011, the CGAA contracted for a structural engineering assessment by a highly respected CG Engineer, Ptero retired CAPT Norm Scurria, Aviator 1506, to determine which of four H-52s at ALC was in the best condition for use as foundation airframe to be restored to Smithsonian standards. Norm's findings: "None; restoration would be prohibitively expensive and time consuming." This was probably the low water

mark of the project.

Finally in 2012, after seemingly endless frustrations, the news began to improve. Bob Johanson contacted CG-711, CAPT Chris Martino, to inquire about upcoming disposition of HU-25 Falcons following their decommissioning, and whether one could be available in trade for an HH-52 currently on display at a museum.

CAPT Martino referred Bob to retired Ptero CAPT Norm Schweizer, Aviator 2787N, who was working at GSA and who was able to describe the trade process and encouraged pursuing the exchange of an HU-25 for HH-52A. The CG Ethics Attorney (Bill Lucas) confirmed that a trade was theoretically possible, but would require the approval of both the Commandant of the CG and the Secretary of the Department of Homeland Security. This was truly great news; now CGAA needed to find a suitable HH-52A!

In Oct 2012 at the Sacramento Roost: Ptero retired CDR Larry Evans, Aviator 1269, reported to Bob Johanson that former HH-52A 1426 is in very good condition at North Valley Occupational Center (NVOC), an A&P school in Van Nuys, CA, where he has been an instructor since the aircraft arrived following donation by CG in 1989.

In November, Bob visited the school with two Los Angeles Air Station senior chiefs and a retired AM1 with H-52 experience. They inspected the 1426, taking more than 100 photos and assessed that the aircraft could be restored to Smithsonian standards with "ordinary," as opposed to depot level effort. The Smithsonian curator, Roger Conner, later visited the site and concurred with that assessment.

On 30 November, Bob advised the Office of Aeronautical engineering at CG HQ of CGAA's interest in having the CG acquire 1426 in trade for a surplus HU-25.

At this point, the history of CG 1426 became important. It had served at the following Air Stations:

- * St. Petersburg from 1967 -69
- * San Juan from 1970 - 73
- * Detroit from 1973 - 76
- * North Bend from 1976 - 79
- * Houston from 1979 - 83; and again from 85 - 89
- * Its most significant missions included:
 - * 1 Nov 79: First on scene following collision of M/T Burmah Agate and M/V Mimosa; saved 22 lives.
 - * May 69: Rescued many of 104 people, mostly Mormon youths, who abandoned burning vessel off Tarpon Springs, FL. Used HH-52 amphibious capability during most of the rescues.
 - * Dec 77: "Cigale Drug Bust" on and

offshore North Bend, OR. Multi-agency law enforcement operation - largest seizure of Thai Sticks on West Coast up until that time.

ACQUISITION OF H-52 1426

Dec 2012: CGAA President Mont Smith and Bob briefed the Vice Commandant (Ptero VADM John Currier, Aviator 1877) on the condition of CG-1426 and CGAA's request that the CG obtain 1426 from the North Valley Occupational Center in trade for a surplus HU-25. The Vice Commandant expressed strong support.

2013: Acquisition process underway, began communicating regularly with CG-41 (CAPT Mel Bouboulis, Aviator 2915) and designated POC on his staff, CDR Joe McGilley. CGAA provided various information needed for ultimate S-1 approval of proposed trade, including historical significance of 1426 and HH-52A family, and factors in accomplishing restoration

June 2013: CG-411 confirmed legal authority for acquiring 1426 via trade process, and for defraying various associated costs using appropriated funds

Sep 2013: The North Valley Occupational Center issued letter to CG-7 stating their willingness to transfer ownership of 1426 to USCG in exchange for an HU-25.

Dec 2013: The Smithsonian Curator Roger Connor advised CG-711 in writing that the National Air and Space Museum "intends to display HH-52 (ser. no 1426), when in a restored and as complete as possible condition, at the Udvar-Hazy Center to interpret the history of air sea rescue and the role of the CG in the narrative of American Aviation and aerospace technology"

Jan 2014: The Vice Commandant was briefed by CG-7/CG-4 staffs reference the pros and cons of continuing 1426 acquisition. The Vice's decision: Acquire 1426 from NVOC and transport to ALC. Restoration plan To Be Determined.

In April 2014: Ptero CDR Mike Frawley, Aviator 3478, (CG-411) relieved CDR Joe McGilley, Aviator 3319, as CG POC for PHOENIX.

MILESTONE: July 15 2014 CG-711, Chris Martino called Bob Johanson announcing that the Secretary of Homeland Security had approved the trade of 1426 for a surplus HU-25. The CG was working with North Valley Occupational Center on terms/timeline for making aircraft exchange.

Sep 2014: Corpus Christi Air Station HU-25 (last operational Falcon) flown to Van Nuys and donated to North Valley Occupational Center.

HH-52 Seaguard Restoration Integrated

Project Team (IPT) established by CG-711 (CAPT Martino) and CG-41 (CAPT Palmeri)

Feb 2015: North Valley Occupational Center transferred ownership of 1426 to CG.

March 2015: aircraft was trucked from North Valley Occupational Center to the Aviation Logistics Center.

CGAA accepted temporary custody of 1426 per MOA signed by me and CAPT Sal Palmeri, Aviator 2715, (CG-41). CGAA responsible for providing project management oversight to start and complete airframe restoration of 1426 to ensure display at Smithsonian's Udvar-Hazy Center for at least 20 years.

RESTORATION PHASE

March 2015: CGAA issues Cost + Fixed Fee contract to VectorCSP for restoration of 1426 to meet Smithsonian display standards

Design to Cost Approach

Stellar management and technical performance by VectorCSP

Skilled volunteer labor from ALC and other CG commands provided timely and expert support during Restoration

Prepared and painted entire aircraft

Repaired fiber glass components

Nov 30 2015: RESTORATION COMPLETED ahead of schedule and under original cost estimate

Industry Partnership key to success

VectorCSP - Expert and Motivated Performance

POST RESTORATION LOGISTICS

Dec 1 2015: CGAA (RLJ) returns custody of 1426 to USCG (CG-41)

Dec 11 2015: Roll-Out Ceremony at ALC: Celebrated roll-out of 1426 following completion of restoration.

HH-52A Restoration Team comprised of ALC and contractor personnel awarded CG Meritorious Team Commendation.

Dec - Jan 2016: Transportation preparation activities for shipping 1426 and various components from ALC to NASM Udvar-Hazy.

Feb 2016: 1426 trucked to NASM U-H Center; reassembly on site performed by CG volunteers and VectorCSP assisting NASM crew.

March 24, 2016: HH-52A 1426 hoisted into display position at the NASM Udvar-Hazy Center.

PHOENIX HAS RISEN

KEY FACTORS FOR SUCCESS

Collaborative Undertaking between CGAA and USCG

CGAA research and perseverance

USCG support: Vice Commandant, Office of Aeronautical Engineering, Office of Aviation Forces the Coast Guard's legal staff and their budget shop

Restoration Contractor VectorCSP

And, finally, the sustained efforts of one

retired CG Officer, RADM Robert Johanson. Bob please stand and accept a round of applause.

A special CGAA coin and patch were presented to RADM Johanson as tokens of appreciation for his herculean efforts. Bob mentioned the four HH-52 instructors who were influential in his flying career and said that he will always be grateful to all of the Phoenix Project's supporters.



RADM Bob Johanson addresses the audience as CAPT Joe Kimball (L), Roger Connor, RADM Jim Van Sice, ADM Paul Zukunft, and GEN Jack Dailey look on. (Photo by K. Hinerman)

ADM Zukunft said this was a great homecoming of HH-52 pilots and maintainers. He noted that there were several hundred thousand hours of HH-52 experience in the audience and it was an honor for him to pay tribute to the attendees, 'The 1426 is among good company.' "The Seaguard may not be a household name to some, but it's a big part of our CG history and our history of CG aviation," He said that Igor Sikorsky's original VS-300 helicopter was able to fly because God looked at it and said it was so ugly that he made the earth repel it. He covered a typical week in CG aviation and said that countless people have been so glad to see the 'USCG' sign hovering over their heads and having their prayers answered.



He noted that it has been over five years since the last Class 1 CG aircraft mishap due to better risk management and he thanked VADM John Currier for leading that effort. Acquiring CG aircraft at no cost, like the 14 C-27J's from the Air Force by Ptero RADM Mark Butt, Aviator 2397, is in our DNA. He said that 'Coasties take Semper Paratus into every mission set and that flight crews and pilots, not the aircraft, are what make the missions happen. He said that there was no better way than this ceremony to pay tribute to CG aviation. He thanked all who made this exhibit the centerpiece of our proud heritage.

"The National Air and Space Museum has always recognized the importance of the USCG, but we have never had the opportunity to acquire and display an appropriate CG aircraft until now," said Roger Connor, museum curator. "This HH-52A is fully representative of the service's life-saving mission and is arriving just in time to celebrate the centennial of CG aviation."

"As we celebrate this remarkable centennial of CG aviation, it is worth remembering that the story of the helicopter is one that is distinct from the airplane. Like the airplane, the helicopter was largely tempered as a technology in war, but unlike the airplane, saving lives shaped the helicopter as much as delivering ordnance. Igor Sikorsky, in looking at the central role of the helicopter in the Vietnam War, consoled himself with the fact that whatever the helicopter had done to take lives, it was significantly eclipse by the number of soldiers and civilians rescued.

The history of vertical flight and air-sea rescue in the US is intimately tied to the CG and its early close association with Sikorsky Aircraft. In 1943, the U.S. Navy determined it lacked the resources to develop the helicopter militarily in spite of strong Congressional interest in the technology as the solution to the U-boat menace. When Senator Harry S. Truman mandated the Navy's development of the helicopter, the Navy passed the responsibility to the CG. Working closely with the Army Air Forces, the two services worked out many of the bugs associated with the early helicopters. In fact, the first helicopter to lift a CG aviator sits less than a hundred yards away in the shadow of the *Enola Gay*.

The CG achieved a great many firsts with the helicopter before the guns fell silent in World War II. They had developed the first rescue hoist and then followed it up by making the first helo hoist rescue. They delivered the first helo accepted by Britain for military service and made the first helo flight in the open Atlantic. They developed the

first simulator, skid landing gear, pop-out floats and autopilot for helicopters. They weren't the first to land helos aboard ship, but they were the first to make it routine. Through it all, pioneers like William Kossler, Aviator 43, Frank Erickson, Aviator 32, and Ptero Stewart Graham, Aviator 114 convinced a great many skeptics that the helicopter was much more than an 'angry eggbeater,' as some called it."

He said the challenge for the CG's rotary wing pioneers is that there are many ways to rescue people at sea from the air. During WW II, more people were rescued at sea by blimp than by helicopter and far more than that were rescued by flying boat. To be successful, the helicopter, with far less endurance than blimps and flying boats, and which was not much faster than a blimp and certainly slower than an airplane, had to – simply put – rescue better. Without a doubt, the beloved '52' rescued better. Though it took another 17 years after WW II for Sikorsky engineers, CG leaders, and stewards like Frank Shelley, to bring it to reality, the HH-52 gave form to the vision that Kossler and Erickson had formulated in 1943 of a true seagoing helicopter. 1426 is the realization of that dream – but it took men like J.C. Cobb, Aviator 1330, Chris Kilgore, and Thomas Wynn (all in the audience) who, in 1979, rescued 22 crewman from the fiery aftermath of the collision between the tanker *Burmah Agate* and the freighter *Mimosa* to make this piece of aluminum something more than a wonder of engineering. Aviators like these gave hope to those in the most desperate circumstances and allowed the CG to execute their mission reliably and efficiently.

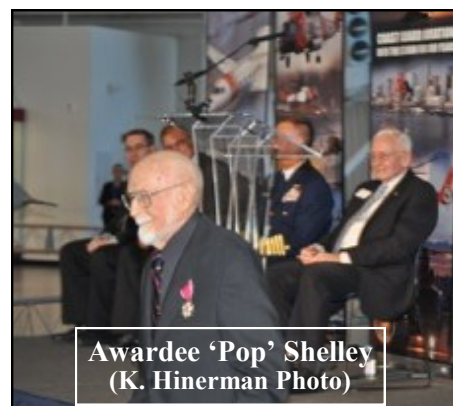
The fleet of HH-52A rescue helicopters, developed from a Sikorsky amphibious helicopter, was known for their versatility and reliability. The first of a total of 99 helicopters was delivered to the Coast Guard on Jan. 9, 1963. The last flight of the HH-52A was on Sept. 12, 1989.

As the museum's curator for vertical flight, he said it is his honor to assume responsibility for keeping the flame of 1426's legacy alive and narrating the history of the remarkable aircrews that flew it and kept America safe for twenty-two years. The HH-52s served in the CG for 26 years and are credited with saving more than 15,000 lives. One CG study found that for an average year during its service, HH-52s performed 3,920 SAR cases, saved 913 lives and prevented 83 million dollars in property loss – a remarkable statistic in the context of the time.

He said he has greatly enjoyed spending time with many of us over the past

eleven years to make today a reality. This was truly a team effort. He would like to recognize everyone here who played a role in Project Phoenix. 'Thank you and thank you to the CG for all you do to keep us safe.'

ADM Zukunft and CAPT Kimball presented retired CG CDR Ptero Frank 'Pop' Shelley, CGA '49 & Aviator 633, with the Legion of Merit award for his "outstanding meritorious service as the HH-52A Program Manager for the test, evaluation, acceptance and deployment of the Sikorsky HH-52A helicopter from August 1961 to July 1964. He met the demands of myriad complex problems during the testing phase to ensure the aircraft was fully mission capable for expanded roles and missions of CG Aviation. Upon his recommendation, a contract was initiated to procure the HH-52A, the first CG all-weather, turbine powered fully amphibious helicopter. He then developed a multi-faceted flight training syllabus to provide a standardized transition for CG aviators into the HH-52A helicopter. The success of this concept led to the establishment of the Basic Operational Training Unit at Air Station Savannah in 1964 and eventually to Aviation Training Center Mobile. CDR Shelley spearheaded the equipment modification of existing air stations and the establishment of new air station locations to complete implementation of the Aviation Master Plan to accommodate expanded areas of CG aviation. Showcasing extraordinary strategic vision, he realized the primary criteria for location would be the operational capabilities of all rescue aircraft and combined that with information on regional maritime activity, including shipping, fishing, recreational boating density, and Search and Rescue data. CDR Shelley's ability, diligence and devotion to duty are most heartily commended and are in keeping with the highest traditions of the USCG."



A reception followed where days of yore were re-lived. One 'ancient's' calling card read 'The older I get, the better I used to fly.'



CDR Frank Lawler Shelley, USCG (Ret.): A Well Deserved Tribute

By Ptero John 'Bear' Moseley, Aviator 743

The HH-52A helicopter with over 15,000 lives saved in its twenty-five years of service has the honor of having rescued more people than any other helicopter in the world at the time of its retirement. This helicopter performed astounding feats on thousands upon thousands of occasions. It became the international icon for rescue and proved the worth of the helicopter many times over. It is the helicopter that truly made rotary-wing aviation the backbone of Coast Guard aviation.

This did not just happen. The HH-52A became reality because of the outstanding technical and management skills of CDR Frank Lawler Shelley, USCG. Shelley was the CG Program Manager from the time of inception to the full operational deployment of the aircraft.

In 1961 a re-evaluation of Aviation requirements was directed in conjunction with a Roles and Mission study. The Coast Guard Aviation Development Master Plan was initiated. Basically the aviation plan determined the requirements to perform the projected operational missions of Coast Guard aviation and the proposed funding to provide almost concurrently for (1) the continued acquisition of aircraft needed to replace over-age aircraft; (2) the acquisition of additional aircraft to enable the Coast Guard to accomplish the mission into the future; (3) the necessary modification of existing facilities; and (4) the establishment of those facilities required to accommodate the aviation program; (5) the personnel to man them. The initial elements of cost were contained within the "Acquisition, Construction, and Improvement" appropriation but emphasis was placed on the continuance of the program into future budget years to assure a truly modern fleet supported by adequate facilities and personnel.

The first six of a scheduled 96 HUS-1G helos, recommended in the initial aviation plan, were acquired in 1959. In September 1960 two HUS-1G helicopter were lost within an hour of each other while in hover during an attempted SAR pickup. The cause was not determined. The CG had not been satisfied with the HUS-1G and as a result of the Tampa Bay incident the CG decided that they were not going to purchase additional HUS-1G helicopters. The search for a Medium Range Helicopter capable of fulfilling the CG missions began. Options were limited. The Air Force had limited interest in helicopters at the time;

the Army was having multiple development problems with the HU-1 Huey; and the Kaman H-2A Seasprite developed for the Navy was severely underpowered at this stage of development. The thinking at the time was that the Boeing Vertol H-46 and the Sikorsky SH-3 were too large and cost was a factor.

Sikorsky had developed the S-62 designed as a commercial passenger helicopter. Because of its size the operational cost per seat mile was high resulting in limited sales. Aware that the CG was not constrained to purchase milspec, Sikorsky approached the CG offering their S-62. The aircraft was the desired size, it was amphibious, the airframe was modeled on the proven S-61. On paper, with modifications, it would meet CG requirements. The CG had an immediate need for a suitable helicopter and Sikorsky wished to sell the S-62. As a result, Sikorsky agreed to finance the test program, fuel, and provide maintenance and logistic support if the CG would arrange for the use of the Navy's Patuxent River facilities and provide a test pilot. The CG was to draw up the test procedures and provide Sikorsky an outline of the test program. The CG accepted the offer.

The CG Office of Aviation Units requested the then LCDR Frank Shelley, a graduate of the Navy Test Pilots School, be assigned as the CG Program Manager. Upon arrival at Headquarters LCDR Shelley was briefed on the Sikorsky offer and it was explained that an outline of a test program would be needed for forwarding to Sikorsky and time was of the essence. LCDR Shelley consulted with Headquarters personnel in a review of both the needs of the CG and the capabilities of the S-62 as stated by Sikorsky. Mission requirements were reviewed, updated, and established. It was determined that if the S-62 met the Sikorsky performance claims, with several modifications to fit the CG mission, the helicopter should be purchased.

LCDR Shelley reported to the Naval Test Facility at Patuxent River, Maryland in September of 1961. The required tests for the S-62 had to be conducted with two different divisions of the Test Center; Flight Test and Service Test. Flight Test verified contractor performance and control claims and checked them for specifications and contract compliance. Service Test was nuts and bolts. What did it take to maintain the aircraft? How often did aircraft parts

break? How easy was it to fix? And did a particular mechanical fix work as intended or not? Rivalry between divisions was bitter and during this same period the Test Center pendulum had swung to an adversarial relationship with all manufacturers. Thus, Shelley had three entities to deal with and they were not cooperating with each other.

LCDR Shelley's first order of business as the CG Program Manager displayed his innate leadership ability and persuasive people skills. The challenge: — how to divide up one aircraft between the two divisions. Since Flight Test's check of handbook data was easier in calm air, it was agreed that they would take the morning period and Service Test would fly the afternoons. Shelley would fly any flights for which the individual divisions could not provide test pilots. On the first "Data Day" Shelley was on the flight line well before 0800. When the Sikorsky crew appeared to get things ready ahead of time, Shelley was leaning on the helicopter looking impatient. When the Flight Test people showed up just before 08:00 everyone was standing around looking impatient. This little exercise continued for several days. It proved to be highly effective. Each time all parties continued to show up earlier until it was finally agreed that "morning" was at 0600 which was as early as the Test Center directives permitted without specific exception.

As a result of the early start hour, after servicing and removal of special test gear, the helicopter became available at Service Test by mid-morning rather than the afternoon. Service Test in turn was on the flight line early so they could give the helicopter to Sikorsky by 1300 and finish their flight reports for the day. The Sikorsky crew then took the helo and did whatever progressive maintenance was required. When Sikorsky finished, Shelley would go out and fly max mission profiles and hover transitions which usually got him back after quitting time. It was Shelley's people skills and his work ethic that lit a fire under all parties. The program was one of the fastest moving ones ever completed at the Test Center and all the previously warring factions took pride in what they were doing. They saw Shelley at first light and saw him when they went home. Initially the hierarchy at Sikorsky was upset about the overtime that they were paying out but after two weeks they realized something good was happening and from that

point on overtime was not a problem.

The S-62, except for the aluminum fuselage/hull modeled on the S-61 (H3), was primarily made up of previously proven parts. All dynamic components were S-55 (HO4S). The final three planetary stages in the reduction gear box were from this source. An upgraded engine, the GE-CT-58 engine was installed to increase performance. This was the same as the pairs in the S-61 and had proven to be reliable. The rotor assembly was design limited to 730 shaft horsepower so the engine was de-rated. This gave the helicopter an extra 500 HP worth of air capacity on the front end which enhanced operations considerably.

The CG HH-52A also differed from the commercial S-62A in that a three channel Automatic Stabilization Equipment (ASE) was installed. The ASE was a 60% scale model of the one in the S-61. The proposed night hover system that was used in the HSS-1 did not prove to be satisfactory. An electromechanical hover/transition to hover system was substituted for evaluation. This also proved to be unsatisfactory. LCDR Shelley, utilizing his extensive knowledge of helicopter aerodynamics developed a manual input program which allowed the pilot to transition from flight to hover at a desired altitude and location without reference to the water or terrain. LCDR Shelley referred to this program as the "Beep to Hover." This maneuver alone enabled the HH-52A to save many lives that otherwise would have been lost.

There were difficulties encountered and corrections which were made. The Test Program was satisfactorily completed in December. The final Test Reports were made up and the NATC chain of command signed off on it. Enclosed was a list of additional items that should be corrected before it was purchased. A relationship between LCDR Shelley and Sikorsky had developed to the point that all items, some major, were corrected without objection and a contract for 99 HH-52 was initiated in January of 1962. The test program from initiation to contract was less than three months. It was LCDR Shelley's show from start to finish. One only has to compare this to the time required for future Test and Procurement Programs to recognize the extraordinary leadership, management, and technical skills of LCDR Shelley.

Originally designated the HU2S-1G it became the HH-52A. It had a rotor diameter of 53 feet, a range of 474 miles and a top speed of 109 mph. It was an extremely flexible rescue aircraft that could fully perform missions with a minimum crew. The helo was well suited for night and all

-weather flight. The HH-52 had a hydraulic hoist and carried a rescue basket. The cabin could accommodate up to ten passengers or six litters. It was fully amphibious and was equipped with a removable foldout rescue platform that looked like a large extended step.

During 1962, LCDR Shelley was given periodic assignments at Sikorsky during which he monitored progress and made inputs as to cockpit configuration, rescue equipment and electronics installation. During one of these assignments LCDR Shelley and Opie Blanchard, a Sikorsky test pilot, put together a 10 flight transition syllabus that would be used to provide a standardized transition of CG aviators into the HH-52A.

In January of 1963, Shelley flew the first four acceptance tests 1352 to 1355. Remarkably, the period between inception and operational assignment was only 16 months.

On 16 January, LCDR Shelley, Opie Blanchard from Sikorsky and Bill Kime, also from Sikorsky, proceeded to the Salem air station and transitioned all of the assigned helicopter pilots using the 10 flight syllabus that Shelley and Blanchard had developed. Salem went operational in the HH-52 on the 29th.

On 12 February, Shelley and Blanchard proceeded to New Orleans and transitioned all pilots using the 10 flight transition syllabus. New Orleans went operational in the HH-52 on 22 February. On the first of April Shelley and Blanchard and Win Corley transitioned the St. Petersburg air station into the HH-52. I have included this sequence of events because, with the benefit of time and research, it is clear that the syllabus developed and executed by Shelley and Blanchard was the beginning of a new training/transition policy in the CG. The training/transition was both standard and efficient, provided by a highly qualified team, and transition and training no longer varied by Air Station. On the basis of the early results a formal transition program was set up. This was placed under the direction of Win Corley, an excellent choice, with many helicopter hours coupled with both instructor and management skills. The success of this program led to the

establishment of the Basic Operational Training Unit (BOTU) at Air Station Savannah 1964 and transferred to the Aviation Training Center (ATC) Mobile when it became operational in 1966.

A salute to you, Sir; for an exceptional performance that contributed materially to the capabilities of and performance by Coast Guard Aviation..

Note: "Beep to Hover" is a term often used when speaking of a rescue performed by the HH-52A: This is a simplified explanation of "Beep to Hover."

LCDR Shelley developed a procedure that utilized constant engine RPM in conjunction with translational lift. At cruising speed, translational lift, generated from the rotor "disc," is a significant portion of the lift holding the helicopter up. If the rotor disc is tilted slightly back during cruise you lose some of the forward thrust vector and the helicopter slows and as a result you lose some of the translational lift. The turbine governor keeps the rotor turning at the same speed and the rotational part of the lift remains constant. You do however have a decrease in overall lift and the helicopter starts to descend. By setting up an approach pattern such as a teardrop approach and predetermine desired altitude and airspeed at specific points in the approach to arrive at a desired location, the approach was begun. Putting a little "beep" of back trim on the electric trim button in level flight would start the deceleration/descent. Then as each check point "window" was reached, another "beep" kept the maneuver going. It was a pretty much hands off, feet on the floor with maybe a withheld "beep" or a power tweak to hit each window. The maneuver was used at night and in Instrument conditions. With any reasonable weather conditions, whatever it was that you wanted to look at was in front of you when you got to a 20 foot radar altitude and zero airspeed.

With a modern electronics suite and automatic flight control systems this procedure is both primitive and not necessary. At the time, however, it greatly expanded the operational capabilities of the aircraft and resulted in the rescue and saving of many lives that otherwise would have been lost.



seum Director LtGen Duane "Drano" Thiessen USMC (ret), & COL "Deej" Kielej USMC (ret).

Ptero Past Prez George Kriemeyer, Av. 913, presented a CGAA check for \$2K to support the May Symposium at the National Naval Aviation Museum "CG AIR-INTO THE STORM FOR 100 YEARS." l to r: CAPT John Turner CGLOPNS, Kriemeyer, Mu-

Phoenix Project 'Thank You' to Members By Ptero Prez RADM Jim Van Sice, Aviator 1777

On Thursday, 14 April, our Association's ten-plus year 'Phoenix Project' came to a successful conclusion. HH-52A CDNR 1426 was officially inducted into the Smithsonian's National Air & Space Museum's Udvar-Hazy Center in Chantilly, VA. Mission accomplished!

The Association could not have accomplished this long term project—especially the critical last year of the restoration efforts to Smithsonian standards, and make this the capstone event of this year's Centennial of Coast Guard aviation—without the help of our membership. Many members of our Coast Guard Aviation Association have contributed to the 'Phoenix Project' in a myriad of ways—not only contributing by financially donating the vital funds needed to meet our financial obligations for this restoration effort—but also contributing thousands of volunteer hours in areas such as engineering evaluation support, scouring places such as AMARC in the Arizona desert, or eBay for parts to fill holes in the aircraft (and, a complete H-52 airframe!), to making special tools to aid in the restoration, soliciting funds and supporters, convincing the active duty Coast Guard to assist, contracting for trucks for transportation, searching the countryside and museums for suitable restoration candidates, arranging for heavy lift helos to move airframes to ECity, etc. The list is way too long and detailed to summarize here. It

was a team effort, and, our members were a central cog in this wheel of success. Just a few of the names of individuals who were integral to the Phoenix's success: Bob Johanson, our overall project director; John Currier; Tom King; Mont Smith; George Krietemeyer; Gary Gamble; Ray Miller, Norm Scurria; Ben Stoppe, Jay Crouthers; and many others.

We have received over \$142K in individual donations since we started the 'Phoenix Project' and Name Tag funding campaigns. Our PTreasurer will fully report on the Phoenix Project financials later in the Summer. We have added over 85 new Life members (many active duty officers and enlisted, who are the present and future of CG Aviation). Continuing donations to the 'Phoenix Project' and the Centennial campaign will refill our 'war chest' for future deserving projects and help us support the many celebrations planned, or currently underway, as we proceed down the path of 2016.

One of the projects that has not received much visibility until now is the restoration and re-engraving of CDR Elmer Stone's tombstone at Arlington National Cemetery. This project was funded out-of-pocket by one of our distinguished members at a nominal price, and that person has been reimbursed by the Association. The official unveiling occurred on the date of Archie's death—May 20, 2016.

All of our members should feel like

they have been integral to the successful completion of a major accomplishment by CGAA—the restoration of HH-52A CGNR 1426, to the high standards set by the National Air & Space Museum—an effort never before attempted by our organization. With the help of VectorCSP and the CG, our 'challenge goal' has been attained. However, much remains to be done before we celebrate at the 2016 Roost in Mobile.

The contribution of every member, regardless of amount, continues to matter greatly. Our heritage can only be secured by each member telling other prospective members about who we are, what we do, why we do it, and how to join us. We have achieved a tipping point of relevance and we're going viral with the new generation of CG Aviation. These young men and women intend to be the next 'greatest generation,' and they have found CGAA to be a worthy part of their journey. We can't afford to let them down!

What can be succinctly said, however, is that your President, and your entire Executive Board—over the course of several administrations of officers—of the Coast Guard Aviation Association—Ancient Order of the Pterodactyl—want to take this opportunity to say that the support of our membership was vital to this project's success, and we all THANK YOU!

Bravo Zulu!



The HH-52A: A Recognition of Those Who Flew It By Ptero John 'Bear' Moseley, Aviator 743



On January 9, 1963 the U.S. Coast Guard received the first of 99 Sikorsky S-62's which were given the designation HH-52A and the name "Seaguard", a name which never caught on amongst those who flew it.

The HH-52A was the CG's first turbine-powered helicopter. It had a rotor

diameter of 53 feet, a range of 474 miles and a top speed of 109 mph. It was an extremely flexible rescue aircraft that could fully perform missions with a minimum crew. It was well suited for night and all-weather flight. The HH-52 had a hydraulic hoist and carried a rescue basket. The cabin could accommodate up to 10 passengers or six litters. It was fully amphibious and was equipped with a removable foldout rescue platform that looked like a large extended step. It was a rectangular grid that sloped slightly downward beneath the water's surface when the helicopter was afloat. Incapacitated survivors could be scooped or dragged onto it greatly facilitating their rescue.

The HH-52, with over 15,000 lives saved in its twenty-six years of service, has the honor of having rescued more people than any other helicopter in the

world. This little helicopter, a unique assemblage of proven parts, comfortably behind the cutting edge, performed astounding feats in thousands upon thousands of occasions. It became the international icon for rescue and proved the worth of the helicopter many times over. It had an enormous impact on Coast Guard Aviation.

The HH-52A, tail number 1426, was dedicated at the National Air and Space Museum's Udvar-Hazy Center on April 14, 2016. Much will be written about it. As my contribution, I would like to present a few noteworthy achievements of those that flew these magnificent aircraft.

27 January 1967

LT Bob Workman was the pilot of a Coast Guard HH-52A helicopter engaged in the perilous rescue of four adults and two children from the vessel Cecil Anne which was sinking 120 miles northeast of St. Petersburg, Florida. Workman proceeded without fixed wing escort and made a night instru-

ment "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 and the stern submerged, he skillfully maneuvered the helicopter crosswind to hoist the six persons, one with a broken leg, from the bow of the boat. Due to the total weight on board the last hoist required 100% power plus translational lift from his forward motion to remain airborne.

12 March 1968

CDR James Doughty was engaged in the evacuation of nine crewmen from the floating oil rig JULIE ANN, Dixilyn No. 8, located 110 miles southwest of New Orleans, Louisiana, in the Gulf of Mexico. Despite severe weather conditions with 40-knot winds, 20-foot seas and blowing spray he skillfully maneuvered the helicopter and hovered close aboard the sinking rig with his rotor blades less than 10-feet from the superstructure. Although occasional monstrous swells racked the rig, Doughty, with utmost precision successfully hoisted five survivors, off-loaded them on a nearby stationary oil rig platform and returned to the pounding rig to pick up the last four men under the same arduous conditions. With the stationary rig already crowded and his fuel state approaching a minimum, he proceeded directly to shore with the last survivors.

12 November 1968

LCDR Billy Murphy as pilot of a Coast Guard HH-52A helicopter engaged in the evacuation of nine crewmen from the foundering trawler NAPEAQUE, located two miles southeast of Hatteras Inlet, North Carolina. Despite 40 to 50 knot winds, 25-foot seas and blowing sea spray which hampered visibility; he skillfully maneuvered the helicopter into position for hoisting and hovered over the stern of the sinking vessel. Flying backwards and simultaneously changing heading to maintain his relative position over the ship which was rolling and pitching violently with her wildly gyrating mast topped by a whip antenna reaching a height of 40 feet, Murphy had but five seconds on each hoist to get the basket in position as the ship drifted downwind and wallowed in the trough. Operating under the same hazardous conditions for each subsequent hoist, further complicated by the crew of the NAPEAQUE as they crowded into the rescue basket each time it came aboard, he quickly moved the helicopter in and out of position over the ship until nine men were removed from peril.

21 December 1968

LCDR George Garbe as pilot of a CG

HH-52A helicopter engaged in the rescue of four men and a 10-year-old boy from the fishing vessel SEA ERMINE which had gone aground and was breaking up in heavy surf off Marmot Island, Alaska. Unable to climb above 700 feet because of a low freezing level, he proceeded in darkness, encountering heavy snow showers and fog enroute to the scene. The vessel was sighted approximately six and one-half miles from her reported position, aground and listing 30 degrees to starboard in the water below a sheer vertical cliff. Unable to distinguish a horizon, the surface or the shore, he executed a beep to a hover, turned off the aircraft search and hover lights to eliminate the reflection from sea spray and snow and landed in the water about one mile from the distressed vessel. Garbe then turned on the searchlight, sailed the helicopter towards the vessel until the rocks were visible in the beam of light, located the shore line, and lifted into a hover to air taxi over the ship. Despite the heavy surf, he positioned the helicopter over the stern of the vessel while simultaneously maintaining clearance from the surrounding terrain and the vessels rigging while a survivor was put in the basket. The aircraft was moved away from the wreck and the 10-year-old boy was then hoisted to safety. Garbe executed this exacting task four additional times to complete the rescue of the survivors.

19 January 1969

LCDR Robert Morhard was the pilot of a CG HH-52A helicopter engaged in the rescue of three stranded hikers who were clinging to a near vertical -razor-back edge of the Pali Cliffs on the island of Oahu, Hawaii. Upon arrival two men were observed perched on the roots of a small tree and a third straddling a rock 50 feet below. Despite winds gusting to 20 knots and with less than 10 feet rotor clearance from the face of the 80° cliff, Morhard maneuvered the helicopter into position and maintained an extremely difficult hover over the tree while a rescue basket was threaded aft of the helicopter and down through the branches of the tree to hoist the first man to safety. He off-loaded the first hiker to Pali Lookout and returned to the scene. Operating under the same hazardous conditions, Morhard skillfully positioned the helicopter and hovered over the tree permitting a guideline to be lowered to assist in threading the rescue basket through the branches while the second man was hoisted to safety. Displaying utmost precision during the third arduous operation, Morhard held the helicopter nearly stationary despite the buffeting winds, while a 50-foot guideline was lowered and the rescue basket placed directly in front of the survivor who then released

his hold on the rock, grabbed and entered the basket.

29 August 1969

As pilot of CG HH-52 helicopter **LT Alan Dahms** engaged in the evacuation of a severely injured survivor of an aircraft crash in the mountains of Southeast Alaska. The hoist area was only slightly larger than the rotor diameter. Dahms skillfully positioned the helicopter into a hover at treetop level. While maintaining this difficult position, the rescue cable was lowered its full length but remained 60 feet above the survivor. With precise airmanship, he maneuvered the helicopter down among the towering trees, simultaneously moving the tail to avoid outstretched branches which were dangerously close to the rotors. He maintained a stable hover while his crewman successfully hoisted the survivor aboard. Dahms then worked his way above the trees and proceeded through adverse weather conditions of 200 feet overcast, 1/4 mile visibility, in rain and fog to deliver the survivor to medical aid.

22 December 1971

LCDR Donald Addison, pilot of Coast Guard HH-52A 1388 helicopter engaged in the perilous rescue of seven crewmen from the burning tugboat PALMER GAILORD, located 23 miles southeast of Cape Hatteras, North Carolina. With approaching darkness and winds gusting to 45 knots, Addison proceeded to the scene and located the distressed burning vessel which was loaded with 40,000 gallons of fuel. Realizing the imminent danger, he quickly maneuvered the helicopter and hovered on instruments over the severe rolling and pitching deck of the vessel in 18-foot seas. With only the directions from his hoist operator, he skillfully moved the helicopter in and out of position over the tug until the seven men were removed from peril.

15 April 1976

LCDR John Lewis as pilot of CG HH-52A 1444 helicopter engaged in the perilous rescue of the captain of the ocean drilling rig OCEAN EXPRESS, which was sinking 40 miles east of Port Aransas, Texas. Dispatched from Air Station Corpus Christi, the aircraft proceeded to the scene in darkness, gale force winds, turbulence and reduced visibility. Upon arrival, the rig was observed to be listing heavily and battered by the mountainous seas. Quickly analyzing the situation, Lewis elected to attempt a rescue and, despite the conditions, skillfully maneuvered the aircraft into a position over the pitching vessel. However, because of a complete lack of visual reference, turbulence, heavy sea spray obscuring vision from the cockpit

and unlighted rig legs extending 100 feet above the hovering helicopter, the first attempt nearly ended in disaster. With the arrival of a second Coast Guard aircraft to provide illumination, Lewis made a second rescue attempt and successfully positioned his aircraft so that the victim could jump into the rescue basket. While maneuvering the aircraft away from the rig and hoisting the survivor to the helicopter, the rig capsized and sank.

2 September 1977

LT Richard Hauschildt as pilot of Coast Guard HH-52A 1370 helicopter engaged in the perilous rescue of two workers who had become trapped inside a 650-foot smokestack, 250 feet from the top, at a power plant in Portage, Wisconsin. Dispatched from Air Station Chicago, he piloted the aircraft to the scene despite darkness, low ceilings and marginal visibility. Upon arrival, Hauschildt conferred

with the supervisory personnel at the plant and decided to utilize a steel cage to hoist the two men to safety. To accomplish this, he conducted two flights to the catwalk just below the top of the smokestack to deliver the cage, 250 feet of cable and two workers. The workers connected the cable to the cage and lowered it into the stack where one of the men entered it. Then, Hauschildt hovered the helicopter over the stack and when the hoist hook was attached to the cable, he began a slow vertical ascent, despite 20 to 30-knot winds, to raise the man in the protective cage out of the stack. After climbing only 30 feet, he lost sight of the stack and relied on lights 700 feet below him for visual reference points, and as the cage cleared the top of the stack, the helicopter entered the clouds. With assistance from the ground, Hauschildt maneuvered the aircraft to an open area and slowly lowered the cage to safety. He hoisted the second man from the stack in the same manner.

These are but a few. They relate a variety of

missions and outstanding skill levels. In each of these cases there was a Distinguished Flying Cross awarded. The DFC is the highest aviation award given for non-combat flight operations.

This narrative is written as a tribute to all the kindred spirits and yet in a most humble sense – it is personal expression of respect. I too have known the fist of fear in my stomach, a mouth so dry it was hard to talk and the elation that comes with the knowledge that I have just saved a person's life. I have the privilege of knowing others who have done this and much more. I seek them out. Among the risk takers a bonding exists that is difficult to understand unless you have been there. It transcends. People take precedence over institution for it is the people that make the legend. Once the wings go on, they do not come off—ever!



Celebrating the Centennial of CG Aviation with the 'Seaguard'

By Roger Connor, National Air & Space Museum Curator

Unless you live in a coastal area, or on one of the nation's waterways, the U.S. Coast Guard is usually out of sight, out of mind, unless something very wrong happens. Unfortunately, this sometimes means that they are overlooked in their significance to our national welfare and security as well as in terms of their own historical legacy and contributions to aerospace. While the National Air and Space Museum has long recognized the importance of the CG, the Museum has never before had the opportunity or resources to acquire and display an appropriate Coast Guard aircraft. After an 11-year effort, we are finally able to do that, conveniently in conjunction with the Centennial of CG aviation—celebrating April 1st, 1916, when the Coast Guard's first aviator, Elmer Stone, reported for flight training with the Navy in Pensacola, FL.

Our Museum has been a showcase of many milestones of vertical flight, with America's first successful rotary wing aircraft, the first helicopter accepted for military service, the first turboshaft driven helicopter, and the first truly successful tilt rotor. We also have outstanding examples of operational rotorcraft like the Sikorsky HO4S-1 that rescued hundreds in the Korean War or a Bell UH-1H with 2,500 combat hours in Vietnam, but the non-combat, life-saving role has not been showcased in the Museum before. Now, we have our first CG aircraft—the **Sikorsky HH-52A Seaguard**.

Rescuing people at sea has always been a hazardous undertaking and the

idea of being able to pluck someone from a distressed vessel from above goes back to the earliest days of powered flight as a December 1913 '*Flying*' editorial about the potential of airplanes to have rescued *Titanic* survivors illustrated. Between the World Wars, the CG helped pioneer air-sea rescue with flying boats and amphibian aircraft. However, these airplanes required relatively smooth waters in which to operate and were generally impractical for most open ocean operations, especially when the weather was bad and they were most needed. The advent of the hoist-equipped helicopter during World War allowed this idea to become practical. Unfortunately, through the 1950s, helicopters lacked the range and power to give the CG the air-sea rescue capability that pioneers like Frank Erickson had sought.

The development of turbine-powered helicopters in the mid-1950s cracked the problems of range and payload for medium-size helicopters. In 1958, Sikorsky Aircraft anticipated the CG's long-standing desire for this capability by developing its S-62, an amphibious turbine-powered helicopter that recycled many dynamic components from the S-55, designed in the late 1940s. Ironically, the CG initially passed in favor of another design, and Sikorsky was forced to market the S-62 for airline service, for which it was not well suited. The CG eventually came around to the type and ordered 99 of them, which began entering service in 1962 as the HH-52A Seaguard. The Seaguard remained in service until 1989.

While the Coast Guard's current fleet of MH-60 and MH-65 helicopters has eclipsed the Seaguard's time in service and its achievement of 15,000 lives saved, the HH-52 is still beloved within CG aviation as the service's first helicopter that could meet their mission requirements. The aircraft was small enough to deploy aboard cutters, and its amphibious

characteristics gave it a degree of safety in over-water operations that was missing in other helicopters. Natural disasters, the emerging war on drugs, and maritime accidents ensured that the HH-52 fleet had ample opportunity to demonstrate remarkable feats of heroism.

Our HH-52A, known by its CG serial number, 1426, is fully representative of the broad sweep of service provided by the type. It came off the Sikorsky production line in March 1967 and then spent two years in St. Petersburg, FL, three years in San Juan, Puerto Rico, three years in Detroit, MI, three years in North Bend OR, and then 10 years in Houston, TX. In 1989, the helicopter 1426, along with all remaining HH-52s, retired from the CG. Pilot Stephen Goldhammer ferried the aircraft from Houston to the North Valley Occupation Center. The aircraft remained there until several years ago when the CG Aviation Association discovered it there while looking for an HH-52 aircraft for restoration that the CG could then transfer to the National Air and Space Museum. The restoration effort became known as 'Project Phoenix' and its installation at the Steven F. Udvar-Hazy Center was one of the crowning events in the CG's celebration of its centennial of aviation.

1426 completed its service with 12,619 flight hours. It made particularly significant rescues in 1969 and 1979. In May 1969, it was involved in the rescue of 104 Mormon schoolchildren from a vessel on fire in the Gulf of Mexico near Tarpon Springs, Florida. Its greatest fame came in 1979 when it was a first responder to one of

the worst modern maritime disasters in the Gulf of Mexico when the Liberian-flagged tanker *Burmah Agate* carrying 300,000 barrels of crude oil collided with the Liberian-flagged freighter *Mimosa* off Galveston, resulting in a massive fire. In three flights, Pilots J.C. Cobb and Chris Kilgore along with Petty Officer Thomas Wynn rescued 22 survivors (another helicopter then rescued an additional five), including the only two survivors from the inferno of the tanker. On the first flight, they rescued 10 from the *Mimosa*, in addition to the pair from the *Burmah Agate*. This load of 12 put the helicopter in a dangerous overload from which it barely recovered.

In addition to saving lives, in 1977 while at North Bend, Oregon, 1426 participated in one of the larger narcotics busts up to that time with the seizure of



Burmah Agate and Mimosa fire off Galveston, TX. Image: U.S. Coast Guard



1426 seen with the seized bales of marijuana from its participation in the 1977 seizure of the *Cigale*. Image: U.S.C.G



AirSta Clearwater MH-60 Aircrew Awarded Air Medal By PAC David Schuhlein, USCG



MCPO Jason Griffin (L), D7 Commander RADM Scott Buschman, AST1 Ben Cournia, AMT2 Josh Andrews, LT Rick Post, LT Dave McCarthy, CAPT Richard Lorenzen, and MCPO Matthew Boyd at the Awards Ceremony. (CG Photo by Auxiliarist Joe Perez)

With Hurricane Joaquin bearing down on 1 October 2015, the 212-foot cargo ship *Minouche* and its crew of 12 was forced to abandon ship in the waters between Haiti and Cuba. In the dark and battling hurricane conditions, their only hope of rescue that evening was the CG Air Station Clearwater on-duty air crew forward-deployed to Great Iguana, Bahamas. When the rescue helicopter aircrew got word their assistance was needed some 40 nautical miles away, time and weather were not on their side. Nonetheless, the rescue helicopter crew was soon airborne and headed to the last known location of the *Minouche*.

After abandoning ship, the *Minouche's* 12-man crew made it safely into a life raft, but was continually battered 15-foot seas and 50-knot winds. At that moment, the *Minouche* and her crew were just 90 miles from the eye of Hurricane Joaquin,

now a Category 4 hurricane.

Ptero LT David McCarthy, Aviator 4292, the MH-60 Jayhawk aircraft commander, LT John "Rick" Post, Aviator 4440, the copilot, AST1 Ben Cournia, and AMT2 Joshua Andrews, made up the flight crew.

After fighting thick clouds and heavy rains, they arrived on scene and began to access the situation. With their night-vision goggles and radar systems nearly useless, the crew located the raft and formulated a plan to affect the rescue. Cournia, the rescue swimmer, was soon lowered into 15-foot seas. He quickly swam to the battered life-raft and found all 12 crew members wet and scared, but thankful to see him. Fighting the on-scene conditions over the next several hours, Andrews painstakingly lowered the rescue basket to Cournia and one by one he raised each of the first 8 crewmembers to the helicopter.

For Cournia, he realized the severity of the situation he was placed in. "I was tell-

ing myself this was for real this time - 12 lives were on the line," said Cournia. "All our training came down to that moment."

Low on fuel, the pilots needed to return to Great Iguana to drop off the first eight rescued crewmembers. During the approach, the crew was faced with yet another challenge: storm debris flew into the rotor system, temporarily grounding the crew.

After an inspection and clearance the crew was airborne again, flying back toward the remaining four *Minouche* crewmembers waiting in the life raft. After returning to the scene and hoisting just one of the remaining crewmembers, Andrews noticed a major problem. The high winds and turbulent seas had been causing excessive swinging action, causing the steel hoist cable to begin to fray. Worried about the safety of the remaining crewmembers, the crew was required to return to base and swap out their helicopter for a ready back-up.

With the third trip back to the life raft, the aircrew was able to rescue the remaining three members and return to the Bahamas - just as the sub began to rise.

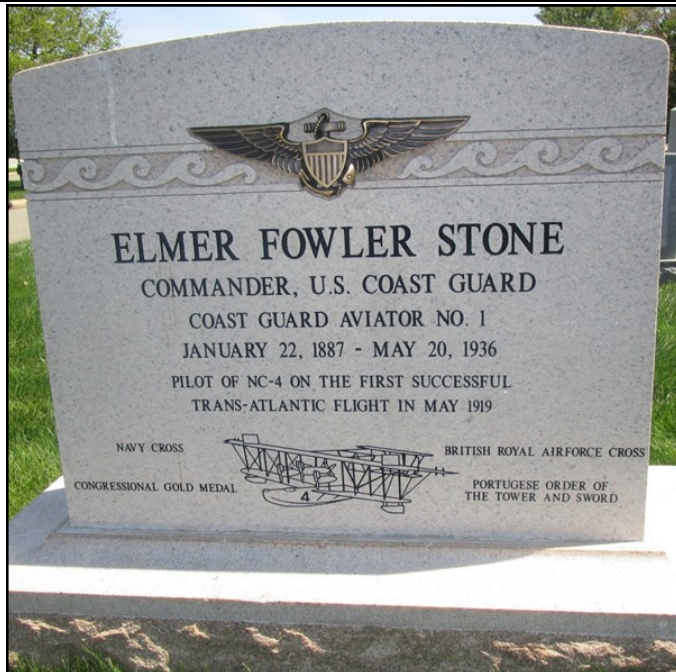
For their efforts and heroics that night, all four Air Station Clearwater crewmembers were presented with the U.S. Coast Guard's second highest award for aerial valor, the Air Medal, in a ceremony on 24 February at the air station.

"Today we get to celebrate real live American heroes, said Ptero CAPT Richard Lorenzen, Aviator 2956, Air Station CO, at the ceremony." A fairly junior crew that had never seen conditions like this rose to the challenge, put their training to the test, and saved 12 lives under extreme conditions."



Updated Elmer Stone Gravestone Unveiled

By Ptero Steve Goldhammer, Aviator 1207



and remarkable career. He said that Elmer started offshore aerial patrols that were very successful and led to a \$1.5M appropriation from Congress for more aircraft. Among his many ac-

complishments, Elmer invented the powder catapult with a hydraulic brake to prevent it from going overboard after each launch. Elmer was CO of the

San Diego CG Air Patrol Detachment and he suffered a coronary thrombosis and passed away on 20 May 1936 while observing a test flight there. He was inducted into the CG Aviation Hall of Honor in 1983. Bob said Elmer did not receive appropriate CG recognition for his accomplishments until long after his death. (Bob had brought up the idea of correcting Elmer's headstone several years ago to Ptero Past Prez George Krietemeyer, Aviator 913. George then asked Ptero RADM Bob Johanson, Aviator 869, to take on the project.)

Mr. Stone said that this was a long time coming. He noted that Elmer was a friend of Eddie Rickenbacker in 1934. He thanked Mont for locating him. Then Bob Johanson became his point of contact with the CG and ASTCM Shane Walker, Helo Rescue Swimmer Program Manager, was his escort to the ceremony. He considers them all to now be his friends. He said it was a pleasure to be here to spend time with us.

After a wreath-laying conducted by Mr. Stone and CAPT Kimball, a rifle volley by

the CG Honor Guard, the playing of taps, & a touching flyover by two MH-65s, CAPT Todd, Chaplain of the CG, then offered prayers of gratitude. A reception followed at the Ft. Myer Officers' Club. The CGAA funded the cost of the restoration and the reception.



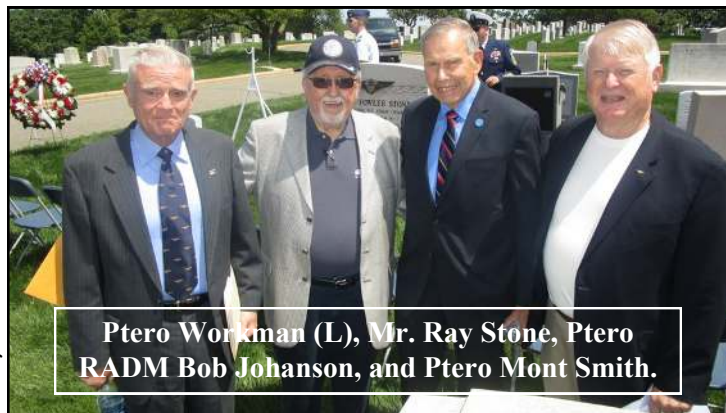
Mr. Ray Stone (L) and CGAA Executive Director Ben Stoppe, Aviator 1646, observe the MH-65 flyover.



Pteros Ray Miller, Av. 2141, RADM Bob Johanson, Bob Workman, Ben Stoppe, Ray Stone, & Jay Crouthers, Av. 1360, were honored to be at the ceremony. Mr. Stone was designated an Honorary Ptero Life Member by Exec. Dir. Stoppe.

On 20 May 2016, the 80th anniversary of Elmer Stone's death in 1936, about 40 Pteros and Active Duty aviators gathered on 'Coast Guard Hill' at Arlington National Cemetery for the dedication of Elmer's updated headstone. The honored guest was Mr. Ray Stone (86), Elmer's 2nd cousin, from Knoxville, TN. Ray had previously visited his cousin's grave once many years ago. He told us that Elmer, CG Aviator #1 and Naval Aviator #38, was born on a farm in Livonia, NY near the Finger Lakes. Since Elmer's headstone was a privately funded monument, permission had to be obtained from a relative of the deceased to make any alterations. Ptero Past Prez Mont Smith, Aviator 1520, had located Ray in 2014 and obtained his permission to change the headstone.

The keynote speaker was Ptero CAPT Joe Kimball, Aviator 3211, chief of CG Aviation Forces (CG-711). Joe told us the headstone was altered to accurately reflect Elmer's participation as the Pilot of the NC-4, the first aircraft to successfully cross the Atlantic Ocean in 1919, and add some of Elmer's significant awards. He said that Elmer was a true American. Ptero Bob Workman, Aviator 914, presented a history of Elmer's distinguished



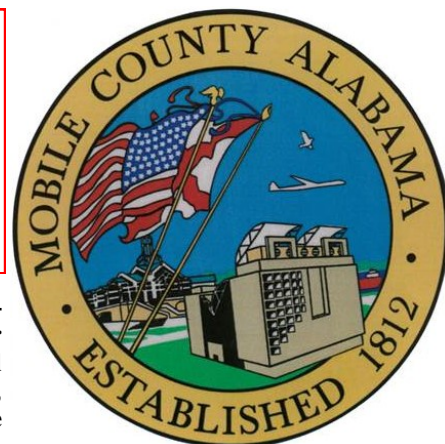
Ptero Workman (L), Mr. Ray Stone, Ptero RADM Bob Johanson, and Ptero Mont Smith.



CAPT Kimball addresses the audience.



**COME EARLY
– STAY LATE
CGAA CENTENNIAL GATHERING
MOBILE, AL.
(27-31 OCTOBER 2016)**



Your headquarters hotel is the beautiful Renaissance Mobile Riverview Plaza located at 64 S. Water St. Mobile, AL. 36602. All 180 blocked rooms are sold out. 40 rooms are available for \$105/night, plus tax, across the street at the Hampton Inn & Suites Mobile Down town Historic District, 62 South Royal Street, Mobile, AL 36602, 251-436-8787 Main Hotel Line, 1-800 Hampton, or www.mobiledowntown.hamptoninn.com. Group Code is 'CGA.' Rate includes the **Full Hot Breakfast Buffet** each morning of your stay. Hours 6am -10am. Parking is \$9/day. **If we fill the Hampton Inn- and we might – please contact CGAA for additional hotel ideas in the Downtown Mobile area. Book by 2 October. There is no shuttle service to/from the airports. Uber is available. Make your hotel reservations early!**

Self-Directed Tours

You will be VERY surprised by the growth of Mobile since your last visit. There are several new and exciting exhibits near the hotel. Ride The Wave – a FREE shuttle bus – if you need to get around downtown.

GULF QUEST – a new interactive Maritime Museum dedicated to the historical, cultural and economic significance of the Gulf of Mexico. Allow 3-4 hours to enjoy the 90 interactive exhibits, theaters and displays. Make sure you start on the 5th deck and ask to take the CG boat on a simulated rescue mission in the Mobile River ([www. Gulfquest.org](http://www.Gulfquest.org))

Mobile Carnival Museum – Mobile is the “birthplace” of Mardi Gras (New Orleans came many years later). See dozens of ball gowns, costumes, floats and other Mardi Gras memorabilia (www.mobilecarnivalmuseum.com)

5 Rivers – Alabama’s Delta Resource Center: Experience the Delta for yourself with a 2 hour cruise on the 5 Rivers Delta Safaris pontoon boat, “The Pelican”. The Captain leads daily excursions Wednesday – Sunday. (www.outdooralabama.com/outdoor-adventures/5rivers/safaris/)

Gulf Coast Exploreum and Science Center: - Located across from the hotel, Exploreum has more than 150 interactive exhibits, through-provoking larger-than-life IMAX films, and fun, hands-on educational programming. The Gulf Coast Exploreum Science Center aspires to increase science literacy among the people of south Alabama and Gulf Coast region, residents and visitors alike. Special discounts for seniors (60+), (www.exploreum.com)

The Museum of Mobile: - Located behind the Exploreum. Explore 300 years of Mobile history and material culture in the 1857 National Landmark building, the Southern Market/Old City Hall. Visit the museum and learn about the life and times of a great Gulf Coast City. Don’t miss the exciting changing exhibition galleries, the hands-on Discovery Room and the museum’s store, The Shop in the Southern Market. Check on line for the current attractions/movies. (www.museumofmobile.com)

Check your welcome packet or more ideas or ask your Mobile Ptero for directions and ideas for good restaurants downtown or on the Causeway.

Plan of The Day

Thursday 27 October 2016

EVENT #1 – CENTENNIAL GOLF TOURNAMENT

Drive to the Magnolia Grove Golf Course (Falls Course) for a 0830 Shotgun start. Format will be a 4 person scramble. Lunch and prizes will follow in the clubhouse. This event will also celebrate the 50th Anniversary of ATC Mobile. We will ask local business to sponsor teams. Corporate Sponsorship are available – contact Pat Brennan at (586)-322-9819 for more information. [See P.21 for sign-up sheet.]

Cost Military (active & retired) - \$70/ea
Civilian - \$100/ea

Event #2 – Cocktails on the Island – Drive (or take the bus) 30 minutes south to Dave & Vicki Connolly’s house at 603 Forth Charlotte Ave, Dauphin Island. (251-861-3054). from 1800-2200, only cost will be \$20 for you to ride the bus. Vicki has a reputation as “the Hostess with the mostest” so we know you will have a great evening.

Cost - \$20 for bus (optional-you can drive yourself and still attend)

Friday 28 October 2016

Event #3 – Four buses are scheduled to take 200 Aircrew and their friends to the National Naval Aviation Museum. Buses will leave between 0830 and 0900 and will return to the hotel before 1600. The bus ride (approximately 75 minutes) will give you a chance to socialize with your fellow patrons before you arrive at one of the world’s largest aviation museums with over 150 beautifully restored aircraft on display. Your tour guides will bring you to Elmer Stone’s original NC-4 aircraft. Next stop – the new CG Exhibit

in Hangar Bay One. Here you can sit in the Malcolm Smith memorial HH-52 CPT, see Frank Erickson's HNS-1 and watch historical videos. A total of nine CG aircraft are on display in "period" colors. A huge P-5M in Navy colors shares our space – but we all know the Coast Guard had a "bunch of them" in WWII.

Lunch will be served in the Cubi-Point Bar and additional tours will follow as time permits. The 75 minute ride home will allow you time to relax and get ready for the evening reception. Cost- Bus ride and lunch is only \$40/person.

Note – You can drive your POV to the museum BUT you must enter NAS Pensacola via the West Gate on Blue Angels Parkway. You will also be on your own for lunch?

Suggestion – Hop on the bus and leave the driving to us. You will have more fun!



Event #4 – Walk from the hotel using the bridge over Water Street, to the Mobile Convention Center. Our reception will be held on the lower level by the Mobile River. AUSTAL's LCS shipyard is on the other side of the river and two LCS vessels will be visible – close aboard. You might also see some CG helos and vessels nearby. Enjoy a festive buffet of food and drinks (cash bar) while listening to a small "steel band" playing Island music and tunes. The event will begin at 1800 and end at 2200. Cost \$45 per person. The Commandant has been invited and may attend. Check the CGAA website for updates.

Saturday 29 October 2016

EVENT #5 - Business Meeting and State of Coast Guard Aviation – in the hotel from 0800 -1030. Lots of good things to celebrate and new plans to formulate. Make sure you are there. Coffee and pastries @ \$5/person

EVENT #6 – Board a bus at 1100 or 1130 or drive your car to ATC Mobile to celebrate ATC's 50th Birthday (6 weeks early). Wind-shield tours – HU-16E Albatross rides (for a lucky few) – static displays of modern and vintage aircraft and a picnic in Hangar One.

Bus Rides - \$20/each

Picnic - \$15/each

EVENT #7 -Awards Banquet - at 1800 (cash bar) and dinner at 1900 in the hotel banquet area. Celebrate our Centennial with over 400 of your fellow CG aviation personnel and their friends. Choose your meal from one of the three choices available on the sign up form. Cost \$65 per person

Sunday 30 October 2016

Event #8 – Gathering of Aircrew and friends to watch the videos of the NAMF Symposium – CG Air – Into the Storm for 100 Years. Coffee and doughnuts @ \$5 each

Event #9 – Board a bus at 1130 (or drive your car) to Battleship ALABAMA Memorial Park (www.ussalabama.com).

Visit the HU-16 2129 (recently painted by the ATC Mobile Chiefs – see the new Fallen Guardian Monument (with HH-52 1378 and 2 Rescue boats and HO-4S 1258.)

Enjoy a fabulous Southern Shrimp Boil and BBQ lunch at the Pavillion/Hangar (pictured below) with all the trimmings. Musical entertainment will also be provided.

Cost – Bus - \$10/ea

Lunch \$35/ea



Monday 31 October 2016

Event #10 – Board a bus at 0900 for a 15 minute ride to the new AIRBUS Manufacturing Facility at Brookley Aeoroplex (**no personal vehicles permitted**). Tour the assembly line which has recently produced several A-321 aircraft for Jet Blue and American Air Lines. Return to hotel at approximately 1200.

Cost - \$15 each for bus

For more info, see the Roost home page : <https://aoptero.org/index.php/roost-2>

Hope to see a "Phlock of Pteros" in Mobile in October

MEMBER INFORMATION			
Name			
Ptero number			
Guest Name			
Other Guest Name			
Street Address			
City, State. Zip			
Phone			
Email			
Handicap: Yes or No (Circle One)			
Other special needs?			
ROOST EVENTS			
Thursday 27 October	Cost per Person	Number of Persons	Total Event Cost
Event 1 Golf Active, Veteran, or Ptero	\$70		
Event 1 Golf All Others	\$100		
Event 2 Cocktails at Dauphin Island hosted by Vicki and Dave Connolly—chose 1 option			
Drive self (no charge but need head count)	0		0
Bus to Cocktails on DI	\$20		
Friday 28 October	Cost per Person	Number of Persons	Total Event Cost
Event 3 0830 Bus to National Naval Aviation Museum and Lunch	\$40		
Event 3 0900 Bus to National Naval Aviation Museum and Lunch	\$40		
Event 4 Cocktail Reception	\$45		
Saturday 29 October			
Event 5 0800-1000 State of the Coast Guard Business Meeting	\$5		
Event 6—1100 Bus to ATC	\$20		
Event 6—1200 Bus to ATC	\$20		
Event 6—Picnic Lunch at ATC Firehouse Subs	\$15		
Event 7 1800-2200 Awards Banquet			
Chicken Florentine	\$65		
Grilled Salmon	\$65		
Beef and Chicken	\$65		
Sunday 30 October			
Event 8 video of NAMF Symposium	\$5		
Event 9 Picnic at Battleship			
Bus to picnic	\$10		
Picnic lunch	\$35		
Monday 31 October			
Event 10 0900 Bus to tour Airbus	\$15		
Registration Fee: Non-refundable	\$35	No charge for Active Duty	
		Total Cost:	

Payment Options: (By 2 October!)

PREFERRED: Register online at <https://aoptero.org/index.php/roost/roost-registration-2>

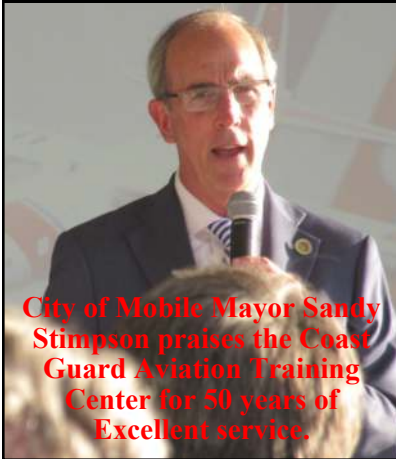
OR Mail this form with a check to: CGAA Roost 2016, P.O. Box #9294, Mobile, AL 36691

Summer 2016 - Pterogram 16

ATC Mobile Celebrates 50th Anniversary By Ptero Steve Goldhammer, Aviator 1207

On 5 May, the Mobile Area Chapter of the Navy League sponsored a 'Wine Under the Wings' celebration to commemorate the 50th anniversary of Aviation Training Center, Mobile. Over 150 local community leaders attended. Originally known as Air Station Mobile, the name of the base evolved over the years to Aviation Support and Training Center, Mobile and then to its current moniker. Ptero Jim Durfee ,93, Aviator 521, was the first CO.

"There is one CG Aviation Training Center in the country -- and



City of Mobile Mayor Sandy Stimpson praises the Coast Guard Aviation Training Center for 50 years of Excellent service.

this is it. So this is where the fleet of the CG from Hawaii to Alaska to Puerto Rico and the continental United States comes here to train," said CO CAPT Tom MacDonald. "Our job over about a 6 to 8 week period is to produce a mission ready pilot... To go out and execute the CG mission... And that's what they do. So, when they leave these gates and go out to their assignments throughout the country, within days they are standing watch and doing CG missions."

"It's something the Port City can be very proud of. Think about all the rescue missions and CG pilots all over the world -- a piece of them and their knowledge came from here... So you could say we are connected to every CG mission that has anything to do with the ATC; with CG aviation," said Mayor Sandy Stimpson. A fine time was had by all.



ATC CO -Capt Thomas MacDonald and his Azalea Trail Maid daughter.

CGAA Centennial Coordinator Notes By Ptero VADM John Currier, Aviator 1877 & Ancient Albatross #23

We are now at the mid-point of our CG Aviation Centennial celebration and, so far, several significant events have been completed with many more to come. To commence the centennial year, CDR Elmer Stone's birthday was held at CGHQ in Washington, DC. The day included remarks by the Commandant and other senior leaders. Flight suits and aviator pride

were evident about headquarters that day.

Completion of the Phoenix Project culminating in the dedication of HH52A, CGNR 1426 at the Smithsonian Air & Space Museum (Udvar-Hazy Campus), should make us all proud. The well-attended dedication was befitting of the historic occasion. The helicopter is situated to draw maximum attention and she sure does look great. Pteros Bob Johanson, Ben Stoppe and the CGAA leadership, and Stan Walz with his crew at Vector CSP deserve special thanks for their persistent focus in making the Phoenix Project a reality. Every contributor also deserves thanks as funding the project was truly a grass roots effort. This was the capstone event for our Centennial year and a project worthy of our proud legacy.

Many other events have or are taking place during 2016. I was privileged to moderate a panel at the Naval Aviation Museum in Pensacola which was made up of luminaries including Pteros John "Bear" Moseley, Sergei Sikorsky, Tom Beard, CAPT Joe Kimball and Mr. Scott Price. The luncheon keynote was delivered by Bob Workman who was honored for his achievements as an historian. The entire annual Naval Aviation Museum symposium program was dedicated to CG Aviation. Ptero Past Prez CAPT George Krietemeyer deserves credit for orchestrating the Pensacola celebration.

The Coast Guard Foundation Dinner in Washington, a world-class annual event, was dedicated to the CG Aviation Centennial this year. Our community was well represented and aviation was the theme of the dinner. It is noteworthy that the Foundation has been very generous in financial support of the Phoenix Project dedication ceremony and unit celebrations at individual air stations throughout the year. They truly are great supporters and deserve our profound gratitude.

Other events included a National Capitol Flyover on June 17th. Coast Guard aircraft painted in Centennial livery flew over downtown Washington, then landed at Udvar-Hazy for a static display. Coast Guard City Grand Haven, Michigan, will honor our Centennial during the annual Coast Guard Festival in August. This is a long-standing and highly respected celebration and we are honored to have CG Aviation be this year's focus. The annual Oshkosh "Air-Venture" fly-in is a world renowned event the draws hundreds of thousands annually. Our Centennial will be one of their central themes this year; a true honor for Coast Guard Aviation.

Many other events are planned at local aviation units. The best source of information regarding Centennial activities is our website. It is also a great source for Centennial logo gear and other related merchandise. Proceeds from sales of these items directly benefit the Coast Guard Aviation Association's support of our community. Centennial Website:

www.centennial-cgaviation.org

By now everyone should be aware of the 2016 Roost planned for October in Mobile. As a community, we need to make this a fitting culmination of the Centennial year, it will be special. Rooms are going fast and it promises to be a great time. Please visit the Ptero website for more general and contact information. Thanks to all who have contributed time and resources to making our Aviation Centennial an appropriate celebration of our proud legacy. I urge you to continue your financial contributions to CGAA so that we may continue to offer meaningful support for our Coast Guard Aviation Community.

Thanks to all; keep the ball in the middle and happy 100th!



COAST GUARD AIR-INTO THE STORM FOR 100 YEARS: The Naval Aviation Museum Foundation honored the Centennial of CG Aviation at its 29th annual Symposium in Pensacola By Ptero George Krietemeyer, Aviator 913

On Thursday, 5 May 2016, the Naval Aviation Museum Foundation's 29th Annual Symposium honored the USCG Aviation Centennial. Over 600 attendees sat in the Museum's atrium, under the Blue Angels in Diamond Formation, and listened and learned as Ptero VADM John Currier (Ret) led them through a brief overview of CG aviation's unique accomplishments since 1916. He actually started before CG aviation was formed by telling the story of how three CG (aka Life Saving Service) enlisted men helped Orville & Wilbur Wright launch their early flights at Kitty Hawk, NC. Shortly after VADM Currier started to describe Elmer Stone's arrival in Pensacola in April 1916 - Elmer Stone arrived at the Symposium. LCDR Nathan 'Nate' Noyes, dressed in vintage WWI uniform, 'stole the show' as he told VADM Currier that he 'time traveled' back to make sure the youngsters on the panel got their stories straight. They did!

Ptero John Moseley covered early fixed wing aviation operations with special emphasis on our law enforcement role during prohibition. Moseley said the CG began searching for rum-running boats and soon realized that aircraft were needed to trace the boats back to their mother ships. The operations were successful and became an integral part of Prohibition enforcement. He also described how LCDR Von Paulsen was responsible for the "rebirth" of CG Aviation in 1925 when, on his own initiative, he borrowed a US Navy Vought UO-1 aircraft and spent \$1 to buy a US Army tent and set up his own Air Station on Ten Pound Island in Massachusetts. The success of his aerial missions in locating "rum runners" convinced Congress to appropriate money for new CG Air Stations and aircraft.

Scott Price (Acting Chief, CG Historians Office) spoke of early fixed wing operations with Fokker PJ -1/2's and Douglas RD-4's Flying Life Boats and the early DFC's awarded for open sea landings.

Ptero Sergei Sikorsky spoke eloquently about his WWII experiences as an enlisted man in the CG. He told how he worked with CDR Frank Erickson to help develop the helicopter into a rescue vehicle. He also told the assembled group that the idea for a "rescue hoist" was Frank Erickson's and he and Chief Oliver Berry were the two men who worked with Vickers Hydraulic Company to perfect the hoist and the later the basket, sling and stokes litter.

Sikorsky, who joined the CG in 1942,

is the son of aviation pioneer Igor Sikorsky. His father built flying boats and Clippers, and the Sikorsky helicopter. Sergei Sikorsky said CG CDR Frank Erickson headed the groundbreaking work that led to the development of the hoist. The trial-and-error work came together when a representative of a hydraulic pump company visited the Floyd Bennett Field CG Air Station in New York, where engineers were developing the hoist, he said. "Engineers worked overnight to incorporate the pump into the design, he said. The results were fantastic. The max load went from 170 pounds to 400 pounds; the hoist speed went from 15 feet per minute to 150 feet per minute," he said. "The engineers impressed military leaders during a 1944 demonstration, and the rest is history."

The CG now does between 5,000 to 6,000 rescue hoist operations a year.

Through the years, Sikorsky said, people have credited him with developing the hoist. "I did not develop the hoist, I was the hoisted," he said. I participated in the demonstrations and it was an honor and privilege to work as part of a team under the guidance of CDR Erickson."

Sikorsky said he is glad one of the men's ideas did not become a reality. The men worked on a crude rescue stretcher. He likened being lifted while inside the stretcher to being inside a "flying coffin."

Ptero Tom Beard covered the 1950's - 1980's with details about the HU-16, HH-52 (which was on display outside the Atrium along with a vintage 1940's Stearman in CG livery. He also talked about the Mariel boat lift and Prinsendam & Katrina rescues.

Ptero CAPT Joe Kimball provided the present-day following data regarding the status of CG Aviation Operations. CG aircraft operate from 24 Air Stations plus the Aviation Training Center in Mobile, AL and the Aviation Logistics Center and Aviation Technical Training Center in Elizabeth City, NC.

Fixed Wing A/C

HC-130-H/J-26

HC-144-18

HC-27J-14

We typically fly 125 operational aircraft - the remainder are being processed through various stages of maintenance and overhaul.

We have approximately 1,000 pilots and 3,000 aircrew/technicians who fly 34,000 fixed-wing and 77,000 rotary-wing hours each year.

In 2015 aviation forces saved 544 lives and assisted 1,100 people in distress. We average about 6,000 SAR cases per year which equates to 16 SAR sorties every day. In addition to the SAR workload, CG Aviation Forces stopped 57 drug smuggling

vessels and kept 116,600 pounds of illegal drugs from reaching our shores. Since 1999 Aviation Forces operating off CG Cutters have interdicted 355 vessels carrying over 800,000 pounds of illegal drugs worth more than \$14B.

A few questions from the audience focused on the vitally important role of the enlisted personnel in our aviation communities. CAPT Kimball said that our "fix-em & fly-em" policies were the envy of the other military services.

At the Symposium Luncheon, Ptero CAPT Bob Workman gave a detailed description of Elmer Stones service to the USN and USCG. His book "Float Planes and Flying Boats" is the "definitive work" describing Naval Aviation in the 1910- 1930's era. (PS - You -can buy a copy in the Ptero Store")

On Thursday afternoon, Ptero VADM Charles Ray met with "all CG aviation personnel (about 200) at the Mustin Beach O'Club and gave them the straight scoop on what then future looked like (all good). A short happy hour followed where Ptero CAPT George Krietemeyer (Ret) told Sea Stories to Elmer Stone and a bunch of his buddies, including one Navy Officer in Khaki. When asked why he was at a CG briefing, he informed CAPT Krietemeyer that he was joining the CG in two weeks. He was immediately told how to become a Pterodactyl. A Fantastic, star-studded, reception on Thursday evening was followed by the presentation of awards in the newly renovated Flight Deck Theater.

Ptero LCDR Barrett T. Beard USCG (Ret), Aviator 1104, received the ADM Arthur W Radford Award for Excellence in Naval Aviation Literature.

Ptero Bryan Snuffer, P-3066, received the R.G. Smith Award for Excellence in Naval Aviation Art.

The premier of the movie "The Millionaires Unit", a story of service and sacrifice made by a privileged group of college students from Yale University who formed a private air militia in preparation for the Great War. This group of young men became the founding squadron of the US Naval Air Reserve. They were the first to fly and the first to die for their country during World War I.

On Friday morning, the Flag Panel discussed "Naval Aviation Today and Tomorrow." VADM Charles W Ray, USCG discussed the bright future for CG Aviation. The Navy and Marine Corps Flag Officers were also optimistic about the new aircraft entering their services, but they all described their [See 'SYMPOSIUM' on P. 20]



114TH CONGRESS
2D SESSION

Recognizing the 100th anniversary of Coast Guard aviation and the contribution of Coast Guard aviators to naval aviation and the safety and security of the United States.

IN THE SENATE OF THE UNITED STATES

Mr. TimNg (for himself, Mr. NELSON, Mr. Humo, and Mr. BomrnR) submitted the following resolution; which was referred to the Committee on

RESOLUTION

Recognizing the 100th anniversary of Coast Guard aviation and the contribution of Coast Guard aviators to naval aviation and the safety and security of the United States.

Whereas, on December 17, 1903, members of the United States Lifesaving Service stationed at Kill Devil Hills, North Carolina, assisted the Wright brothers during their first successful flight;

Whereas April 1, 1916, marks the official establishment of Coast Guard aviation as the date on which the first Coast Guard aviator, Third Lieutenant Elmer F. Stone, reported to United States Naval Air Station Pensacola, Florida, for flight training;

Whereas, on August 29, 1916, Congress authorized the Secretary of the Treasury to establish 10 Coast Guard air stations;

Whereas Coast Guard First Lieutenant Elmer F. Stone took off from the Naval Air Station at Rock away, New York, on May 8, 1919, and landed in Lisbon, Portugal, on May 27, 1919, completing the first successful trans-Atlantic flight; and was later assigned to duty with the United States Navy as a test pilot, during which First Lieutenant Stone aided in the development of shipboard catapult systems and arresting gear for use on United States Navy aircraft carriers;

Whereas in early 1925 the first permanent Coast Guard air station was established at Ten Pound Island, MA and Lieutenant Commander Carl von Paulsen, with approval of the Commandant of the Coast Guard, initiated the transfer to the Coast Guard of a surplus Navy aircraft for 1 year and during that year, Lieutenant Commander von Paulsen coordinated daily patrols to combat alcohol smuggling in the waters off New England;

Whereas the Coast Guard Air Station Floyd Bennett Field in Brooklyn, New York, was designated as a helicopter training base on January 14, 1942, at which the Coast Guard led the rotary wing training program of the military; and by 1944, Coast Guard instructor pilots had trained 125 military helicopter pilots from the United States and Great Britain and 200 helicopter mechanics;

Whereas, on January 3, 1944, despite high winds and blowing snow that closed all of the airfields in the New York area, Commander Frank Erickson, the first Coast Guard helicopter pilot, flew a Sikorsky helicopter from New York City to Sandy Hook, New Jersey, to deliver 2 cases of blood plasma for 150 injured United States Navy sailors, completing the flight in just 14 minutes and conducting the first lifesaving helicopter flight;

Whereas, on March 15, 1946, the Coast Guard first used air-craft to scout for ice and determine the limits of the ice fields along critical North Atlantic shipping lanes in support of the International Ice Patrol and since that date, Coast Guard surveillance aircraft have conducted the primary reconnaissance work for the International Ice Patrol, monitoring for ships transiting the North Atlantic the movement of icebergs throughout thousands of square miles of ocean;

Whereas, on December 17, 1951, President Harry Truman presented to the Coast Guard, the Department of Defense, and the helicopter industry the Collier Trophy in a joint award for outstanding development and use of rotary-winged aircraft for air rescue operations;

Whereas Bobby Wilkes - on March 25, 1957, was designated as Coast Guard aviator number 735; and was the first African-American Coast Guard aviator; promoted to the rank of Captain in the Coast Guard; and to command a Coast Guard air station;

Whereas, on January 9, 1963, the Coast Guard received the first of 99 HH-52A helicopters, which was instrumental in the rescue of more than 15,000 people during its 26 years of service, more lives than have been rescued by any other helicopter;

Whereas, on March 31, 1967, the Coast Guard established an aviator exchange program with the United States Air Force that authorized Coast Guard pilots to serve with combat search and rescue forces during the Vietnam War and as part of the program, 11 Coast Guard pilots served heroically with Air Force pilots on harrowing missions behind enemy lines during the rescue of downed United States airmen;

Whereas, on March 4, 1977, Janna Lambine was designated as Coast Guard aviator number 1812, becoming the first woman Coast Guard aviator;

Whereas, on October 9, 1982, a Coast Guard aircraft participated in the first rescue mission using a satellite search and rescue system;

Whereas, on October 30, 1984, Congress authorized the Coast Guard to establish a Rescue Swimmer program to train personnel to rescue incapacitated people from the water and since that date, Coast Guard Rescue Swimmers have demonstrated exceptional bravery and dedication during the rescue of innumerable people from the ocean under extreme conditions;

Whereas Commander Bruce E. Melnick - on June 5, 1987, became the first Coast Guard aviator to participate in the space program; and in October 1990, serving as a mission specialist aboard STS-41, became the first Coast Guard aviator to complete a space mission;

Whereas, on February 13, 1991, during Operation Desert Storm, 2 HU-25A Falcon jets from Air Station Cape Cod, equipped with specialized oil detection technology - (1) were deployed to Saudi Arabia to serve with the interagency oil spill assessment team; (2) provided a critical service by mapping over 40,000 square miles to locate every drop of oil on the water after 1 of the worst oil spills in history;

Whereas, on June 24, 2005, Lieutenant Junior Grade Jeanine McIntosh-Menze was designated as Coast Guard aviator number 3775, becoming the first African-American woman Coast Guard aviator;

Whereas in the weeks following Hurricane Katrina, 1 of the worst natural disasters in United States history, the heroic efforts of Coast Guard flight crews contributed to the rescue of more than 33,000 people; and the delivery of nearly 2,000,000 pounds of relief supplies;

Whereas, on October 29, 2012, during Hurricane Sandy, the heroic efforts of Coast Guard flight crews contributed to the rescue of 14 sailors aboard the *HMS Bounty*, during which the Coast Guard flight crews located the ship-wrecked sailors and performed, at great personal risk, a helicopter-borne night rescue in 18-foot seas and gale-force winds; and

Whereas, since 1916, 4,493 Coast Guard aviators have been trained at Naval Air Station Pensacola, Florida - (1) in preparation for assignment to operational Coast Guard air stations; and (2) in support of the national defense, law enforcement, and maritime safety, security, and stewardship missions of the Coast Guard around the world: Now, therefore, be it

Resolved, That the Senate-

(1) recognizes 100 years of Coast Guard aviation; and

(2) honors past and present Coast Guard aviators who have served in support of the safety and security of the United States.

SYMPOSIUM FROM 18

concerns over the decrease in funding for DOD initiatives. A few days afterwards, VADM Currier sent the following message to all CG participants: 'Colleagues; As participants in the 2016 NAMF Symposium, I'd like to express my sincere gratitude for your contributions. The Symposium represented an important event in the year-long celebration of the CG Aviation Centennial. Your willingness to travel to Pensacola to join with compatriots in bringing our history forward is notable. I couldn't have been more proud of your performance. I received numerous positive comments regarding the content and the

personal manner in which it was related. This was, in my humble opinion, a homer. It truly was a privilege for me to associate with you esteemed gentleman during this event. Please accept my sincere thanks for representing us all at NAMF.'

The NAMF Symposium was certainly one of the highlights of our Centennial Celebrations. We can all be very proud of "CG Aviation." Semper Paratus!

[See 'SYMPOSIUM' on P. 21]



SYMPOSIUM FROM 20



Ptero Tom Beard (R) receives his award from LTGEN Thiessen.



Ptero Bryan Snuffer (L) receives his award from VADM Mike Shoemaker, USN, Commander, Naval Air Forces & Commander, Naval Air Force, U.S. Pacific Fleet.

Congratulations!



Centennial of Coast Guard Aviation

Golf Tournament

Presented by the Coast Guard Aviation Association and

USCG Aviation Training Center Mobile

Thursday October 27th, 2016

Magnolia Grove Golf Course

8:30 AM Shotgun Start

4 Person Scramble Format



Sponsorships and Entry Fees

Centennial	\$1,000	4 person team; large sponsor sign, hole sign
Eagle & Anchor	\$750	4 person team and sponsor sign; hole sign
Anchor & Shield	\$500	4 person team and hole sign
Hole Sponsor	\$125	Hole sign
Active Duty, Vets,		
Ptero members	\$70 per person	
Other Players	\$100 per person	

Name	HDCP	Email	Phone

Make checks payable to: CGAA Roost 2016

Mail entry and fees to: CGAA Roost 2016, P.O. Box 9294, Mobile, AL 36691

Any extra proceeds will benefit the CGAA, a tax-exempt 501 (c)(3) organization

Tournament Director: Pat Brennan, (586) 322-9819, patbrennan1961@yahoo.com

NOTE-IF YOU OWN A BUSINESS OR WORK FOR A COMPANY THAT SUPPORTS THE MILITARY, PLEASE ASK THEM TO SPONSOR A HOLE FOR \$125 OR MORE.



An MH-65D painted in 'Retro' colors was added to AirSta Savannah's H-65 inventory in early May. The color scheme celebrates the Centennial of CG Aviation and pays homage to the color scheme of the HH-65A's when they replaced the HH-52A's in the 1980's.



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USCG Air Station Detroit By Ptero LTJG Jake Naum, Aviator 4597



CG Air Station Detroit is the only fully active duty operational unit located on Selfridge Air National Guard Base, and was commissioned in June 1966. Initially, the air station occupied an excess Air Force hangar until construction of the current facility in July 1967. The original hangar was dedicated two years later in honor of LT Jack Rittichier, CG Aviator 997 and plank-owner of Air Station Detroit. LT Jack Rittichier valiantly served his country by volunteering as an exchange pilot with the Air Force in Vietnam, flying the Sikorsky HH-3E, or the “Jolly Green Giant” as it was known among the troops. He was killed in action on a mission to rescue a downed fighter pilot – but not before he earned three Distinguished Flying Crosses in the span of three weeks. Today, his legacy lives on at Air Station Detroit through the crewmembers and pilots that make up the unit.

Welcome to “The D”

CG Air Station Detroit, or “The D” as we like to call it here, has an extremely large area of responsibility (AOR) that encompasses the southern portion of Lake Huron southbound from the 44th Parallel, Lake St. Clair, Lake Erie, and east Lake Ontario. During the summer from Memorial Day Weekend to Labor Day Weekend, AirSta Detroit stands up Air Facility (AIRFAC) Muskegon and operates on the eastern half of Lake Michigan with two deployment crews and one helo due to the increase in summer time recreational boating on Lake Michigan; these efforts result in 24hr response coverage of over 1,100 miles of shoreline, some of which shares an international boundary with Canada. These monumental efforts are accomplished with five Eurocopter MH65D Dolphin helos and just over 100 personnel.

Search and Rescue is AirSta Detroit’s (ASD) primary mission. At a moment’s notice, the SAR Alarm, or “Whoopie” as aviators call it, could go off and a crew could be launched anywhere in the AOR. AirSta Detroit actively responds to and searches on flare sightings, vessels adrift, person’s in the water (PIW’s), mayday calls, and various ice emergencies. Due to the increased boating density on the Great Lakes and proximity of small boat stations, a majority of these calls result in assistance being rendered in the form of other surface assets; nevertheless, AirSta Detroit crews are ready to go at the sound of the alarm. Just this past May, an ASD crew responded to a routine call of a vessel taking on water. When they arrived on scene, the vessel had been obliterated to random floating pieces of debris and the crew eventually hoisted the three survivors to safety. You never know what you are going to get when the alarm goes off at “The D”.



In addition to the large AOR in which AirSta Detroit operates, it is also a multifaceted unit in terms of operational missions and capabilities. With a compliment of five MH65D helicopters, AirSta Detroit supports 24-hour Search and Rescue (SAR), maintains Rotary Wing Air Intercept (RWAI) crews that are internationally deployable, conducts Law Enforcement (LE) and Fisheries missions, assists with Marine Environmental Protection missions, and conducts Ice Reconnaissance missions during the winter months.

Recent accomplishments in these missions include a high profile rescue of three lives in Lake Erie after their vessel broke apart, nine Rotary Wing Air Intercept deployments to the National Capital Region (NCR) in support of Operational Noble Eagle, two D7 deployments, 30 interagency and law enforcement missions, ice surveillance flights for the



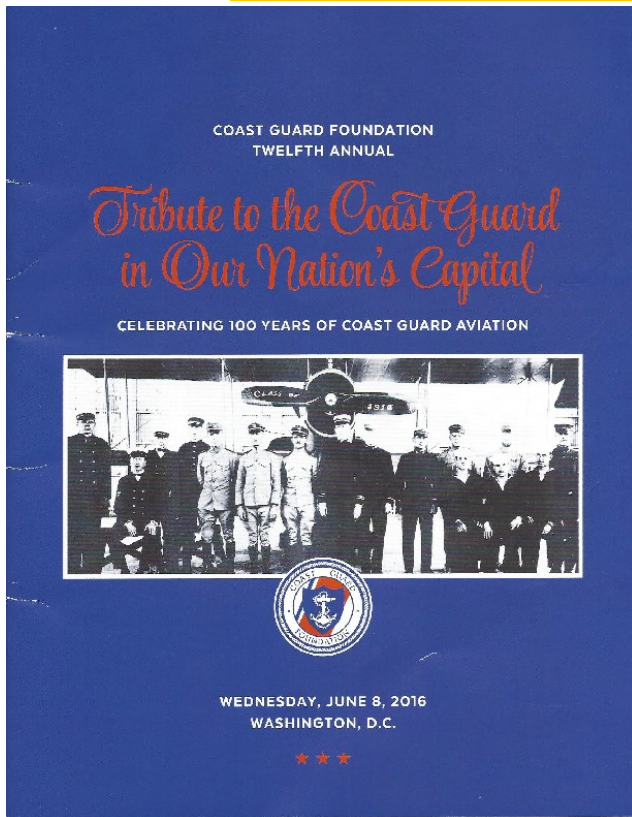
2016 winter season, and maritime over flights in response to a sunken barge in Lake Erie that was releasing toxic chemicals into the water. Needless to say, everyday something new is happening at Air Station Detroit and you never know what the week might bring!

With a personnel compliment of 31 officers, 77 enlisted, and 3 civilians, Air Station Detroit aircrews fly approximately 3,225 hours annually and conduct 300 SAR missions per year. These efforts on average result in 12 lives saved per year and another 12 assisted. Based on these statistics, Air Station Detroit has saved over 600 lives and assisted countless others across the Great Lakes since its commissioning! One of the busiest air stations in the U.S. Coast Guard, “The D” is truly a multi-faceted unit that embraces the Coast Guard’s motto of ‘Semper Paratus!’



Coast Guard Foundation Dinner Celebrates CG Aviation Centennial

By Ptero Steve Goldhammer, Aviator 1207



On 8 June at the National Building Museum in Washington, D.C., the CG Foundation celebrated the Centennial of CG Aviation at their 12th annual gala dinner. Many Pteros and their spouses pflocked to the awesome occasion, including Past Prez Mont Smith, Av. 1520, Stan Walz, Av. 1702, Ray Miller, Av. 2141, RADM Jim Olson, Av. 1563, Tom King, Av. 1775, and Craig Simmons, P-3848. Your CGAA was permitted to purchase a table at a reduced rate for the gala so that some lucky Pteros and their spouses could attend this truly outstanding, memorable, and historic event. Many of the aviators attending looked amazing in their flight jackets and aviator sunglasses. There were several Congressmen among the 400-plus celebrants.

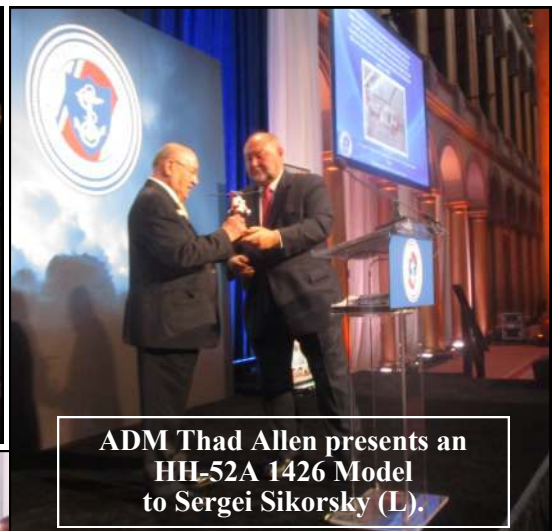
The Honoree was Ptero Sergei Sikorsky, P-3289 who attended with his wife, Elena. Honorary Ptero ADM Thad Allen, P-3761, spoke highly of CG aviation, read 'The Albatross,' a beautiful poem he adapted from the song 'The Cowboy,' and introduced Sergei. Thad quoted recently deceased icon Muhammad Ali who said, 'By helping others, we paid for our room in the hereafter.' Sergei said we in the industry would be building large and useless machinery if it were not for the aircrews. It's not the machine, it's the aircrews who are the legends and the reputation.

The CG Band played many beautiful selections including the aviation verse of 'Eternal Father,' and 'Those Magnificent Men in their Flying Machines.' In his keynote address, ADM Paul Zukunft, CG Commandant, spoke of some of the CG's 'Finest Hours' in Bernie Weber's rescue off Chatham, MA in 1952 and Hurricane Katrina in 2005 when a typical helo crew with an AC from Miami, a CP from Cape Cod, an Aircrewman from Detroit, and a Rescue Swimmer from North Bend operated seamlessly. He lauded the CG Foundation for awarding 127 college scholarships to deserving CG enlisted workforce sons daughters. The CG's first rescue hoist was on display and, after dinner, Sergei reminisced about how he helped design it at AirSta Brooklyn in 1944.

It was a thoroughly enjoyable evening at a wonderful venue.



Ptero Prez RADM Jim Van Sice (L), Av. 1777, and Ptero VADM John Currier, Av. 1877.



ADM Thad Allen presents an HH-52A 1426 Model to Sergei Sikorsky (L).



The CGAA Table: Steve Goldhammer (L), Anne Stoppe, Ben Stoppe, Av. 1646, Shelly Kimball, Joe Kimball, Av. 3211, Dana Goward, Dana Goward, Av. 1825, RADM Bob Johanson, Av. 869, Marilyn Goldhammer, and Joan Johanson.



CGAA Enlisted Ancient Al ASTCM Clay Hill, RS-112, (L) and Ptero Prez RADM Jim Van Sice.



Ten Pound Island Plaque Memorial Day Wreath Laying

By Ptero John W. Keyes, P-3390, CG Auxiliary Air Observer



Following recent custom, USCG Auxiliary Flotilla 46 - Cape Ann has sponsored the Memorial Day Wreath Laying at the CGAS Ten Pound Island plaque site. This year, the wreath included the ribbon, "100 Years

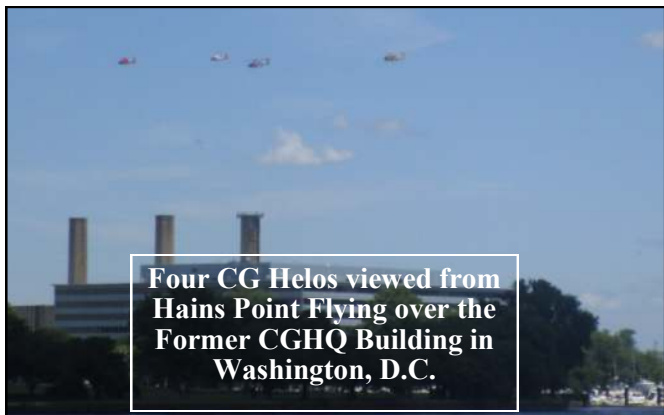
Coast Guard Aviation" and two large poster-boarded photographs. The photos depict USCG Aircraft #3 (a Loening OL5) undergoing maintenance in March 1929, and an aerial shot of the island (with the Air Station, the U.S. Fisheries Hatchery, and the Lighthouse Keeper's residence) from 1934.

The photo of USCG #3 is the property of the USCG Historical Archives. The aerial photo of Ten Pound Island was retrieved from the Boston Public Library photo archives, with no specific attribution, used following their published guidelines. The photo of the wreath laying was taken by me.



CG Aircraft Fly in Formation over Washington, D.C.

The Coast Guard conducted a commemorative flyover of the D.C. area on 17 June to celebrate the 100th anniversary of USCG aviation. The flyover involved nine aircraft representing the current CG fleet — some of them painted in historic color schemes, to honor CG aviation's history of national defense and saving lives. The aircraft flew to the Smithsonian Air and Space Museum's Udvar-Hazy Center, near Dulles International Airport, for the museum's Innovations in Flight display on 18 June. The participating aircraft included MH-65 Dolphin helicopters, MH-60T Jayhawk Helicopters, HC-144 Casa and C-27J Spartan Medium Range Surveillance aircraft, HC-130J Hercules Long Range Surveillance Aircraft, and the C-37 Gulfstream G-5 Long Range Command and Control Aircraft.



Four CG Helos viewed from Hains Point Flying over the Former CGHQ Building in Washington, D.C.



Nine CG Aircraft on the Ramp at Udvar-Hazy National Air & Space Museum for 18 June Innovation Day. Photo by Ben Stoppe.



Ptero Les Smith, Aviator 1676, Dreams of Days Gone By While Attending Innovation Day. Ben Stoppe Photo



CG Aircraft on Display at Udvar-Hazy on Innovation Day. Ben Stoppe photos.



Zero/Zero By Charles Svoboda

It happened sometime in 1965, in Germany. I was a copilot, so I knew, everything there was to know about flying, and I was frustrated by pilots like my aircraft commander. He was one of those by-the-numbers types, no class, no imagination, no "feel" for flying. You

have to be able to feel an airplane. So what if your altitude is a little off, or if the glideslope indicator is off a hair? If it feels okay then it is okay. That's what I believed. Every time he let me make an approach, even in VFR conditions, he demanded perfection. Not the slightest deviation was permitted. "If you can't do it when there is no pressure, you surely can't do it when the pucker factor increases," he would say. When he shot an approach, it was as if all the instruments were frozen - perfection, but no class.

Then came that routine flight from the Azores to Germany. The weather was okay; we had 45,000 pounds of fuel and enough cargo to bring the weight of our C-124 Globemaster up to 180,000 pounds, 5,000 pounds below the max allowable. It would be an easy, routine flight all the way. Halfway to the European mainland, the weather started getting bad. I kept getting updates by high frequency radio. Our destination, a fighter base, went zero/zero. Our two alternates followed shortly thereafter. All of France was down. We held for two hours, and the weather got worse. Somewhere I heard a fighter pilot declare an emergency because of minimum fuel. He shot two approaches and saw nothing. On the third try, he flamed out and had to eject.

We made a precision radar approach; there was nothing but fuzzy fog at minimums. The sun was setting. Now I started to sweat a little. I turned on the instrument lights. When I looked out to where the wings should be, I couldn't even see the navigation lights 85 feet from my eyes. I could barely make out a dull glow from the exhaust stacks of the closest engine, and then only on climb power. When we reduced power to maximum endurance, that friendly glow faded. The pilot asked the engineer where we stood on fuel. The reply was, "I don't know--- we're so low that the book says the gauges are unreliable below this point. The navigator became a little frantic. We didn't carry parachutes on regular MAC flights, so we couldn't follow the fighter pilot's example. We would land or crash with the airplane.

The pilot then asked me which of the two nearby fighter bases had the widest runway. I looked it up and we declared an emergency as we headed for that field. The pilot then began his briefing. "This will be for real. No missed approach. We'll make an ILS and get precision radar to keep us honest. Copilot, we'll use half flaps. That'll put the approach speed a little higher, but the pitch angle will be almost level, requiring less attitude change in the flare." Why hadn't I thought of that? Where was my "feel" and "class" now? The briefing continued, "I'll lock on the gauges. You get ready to take over and complete the landing if you see the runway - that way there will be less room for trouble with me trying to transition from instruments to visual with only a second or two before touchdown." Hey, he's even going to take advantage of his copilot, I thought. He's not so stupid, after all. "Until we get the runway, you call off every 100 feet above touchdown; until we get down to 100 feet, use the pressure altimeter. Then switch to the radar altimeter for the last 100 feet, and call off every 25 feet. Keep me honest on the airspeed, also. Engineer, when we touch down, I'll cut the mixtures with the master control lever, and you cut all of the mags. Are there any questions? Let's go!"

All of a sudden, this unfeeling, by the numbers robot was making a lot of sense. Maybe he really was a pilot and maybe I had something more to learn about flying. We made a short procedure turn to save gas. Radar helped us to get to the outer marker. Half a mile away, we performed the Before Landing Checklist; gear down, flaps 20 degrees. The course deviation indicator was locked in the middle, with the glide slope indicator beginning its trip down from the top of the case. When the GSI centered, the pilot called for a small power reduction, lowered the nose slightly, and all of the instruments, except the altimeter, froze.

My Lord, that man had a feel for that airplane! He thought something, and the airplane, all 135,000 pounds of it, did what he thought. "Five hundred feet," I called out, "400 feet.....300 feet.....200 feet, MATS minimums.....100 feet, Air Force minimums; I'm switching to the radar altimeter75 feet nothing in sight.....50 feet, still nothing....25 feet, airspeed 100 knots."

The nose of the aircraft rotated just a couple of degrees, and the airspeed started down. The pilot then casually said, "Hang on, we're landing." "Airspeed 90 knots....10 feet, here we go!" The pilot reached up and cut the mixtures with the master control lever, without taking his eyes off the instruments. He told the engineer to cut all the mags to reduce the chance of fire.

CONTACT! I could barely feel it. As smooth a landing as I have ever known, and I couldn't even tell if we were on the runway, because we could only see the occasional blur of a light streaking by. "Copilot, verify hydraulic boost is on, I'll need it for brakes and steering." I complied. "Hydraulic boost pump is on, pressure is up." The brakes came on slowly---we didn't want to skid this big beast now. I looked over at the pilot. He was still on the instruments, steering to keep the course deviation indicator in the center, and that is exactly where it stayed. "Airspeed, 50 knots." We might make it yet. "Airspeed, 25 knots." We'll make it if we don't run off a cliff. Then I heard a strange sound. I could hear the whir of the gyros, the buzz of the inverters, and a low frequency thumping. Nothing else. The thumping was my pulse, and I couldn't hear anyone breathing. We had made it! We were standing still!

The aircraft commander was still all pilot. "After-landing checklist, get all those motors, radar and un-necessary radios off while we still have batteries. Copilot, tell them that we have arrived, to send a follow me truck out to the runway because we can't even see the edges." I left the VHF on and thanked GCA for the approach. The guys in the tower didn't believe we were there. They had walked outside and couldn't hear or see anything. We assured them that we were there, somewhere on the localizer centerline, with about half a mile showing on the DME. We waited about 20 minutes for the truck. Not being in our customary hurry, just getting our breath back and letting our pulses diminish to a reasonable rate. Then I felt it. The cockpit shuddered as if the nose gear had run over a bump. I told the loadmaster to go out the crew entrance to see what happened. He dropped the door (which is immediately in front of the nose gear), and it hit something with a loud, metallic bang. He came on the interphone and said "Sir, you'll never believe this. The follow-me truck couldn't see us and ran smack into our nose tire with his bumper, but he bounced off, and nothing is hurt."

The pilot then told the tower that we were parking the bird right where it was and that we would come in via the truck. It took a few minutes to get our clothing and to button up the airplane. I climbed out and saw the nose tires straddling the runway centerline. A few feet away was the truck with its embarrassed driver.

Total damage---one dent in the hood of the follow me truck where the hatch had opened onto it. Then I remembered the story from Fate Is the Hunter. When Gann was an airline copilot making a simple night range approach, his captain kept lighting matches in front of his eyes. It scared and infuriated Gann. When they landed, the captain said that Gann was ready to upgrade to captain. If he could handle a night-range approach with all of that harassment, then he could handle anything.

At last I understood what true professionalism is. Being a pilot isn't all seat-of-the-pants flying and glory. It's self-discipline, practice, study, analysis and preparation. It's precision. If you can't keep the gauges where you want them with everything free and easy, how can you keep them there when everything goes wrong?



The History of Coast Guard Auxiliary Aviation

By Ptero Joseph Giannattasio, P-3021, Air Crew, USCG Auxiliary



Auxiliary Aircraft Commander Judy Redlawsk and Aircrew member David Crownover perform preflight checks in Redlawsk's Robinson R44 helo before takeoff from Air Station Atlantic City. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. Photo by Joseph Giannattasio

This year is the Centennial of CG Aviation marking a century of distinguished service to the American public by the men and women, officer and enlisted, who serve as CG Aviators. Included in the prominent history of CG Aviation are the CG Auxiliary and the members of its aviation component.

Auxiliary Aviation (AUXAIR) is an Auxiliary operational program. AUXAIR aviators have varied aviation backgrounds; many have prior military experience and many volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. All Auxiliary aircraft meet strict CG and Federal Aviation Administration requirements and annual inspections.

A fact sporadically publicized is that some 50,000 USCG Auxiliary members served during World War II where they engaged in coastal defense, port security, anti-submarine patrols, and search and rescue duties. Thousands of CG personnel were freed up for service overseas as Auxiliary membership increased. General aviation aircraft and civilian pilots assisted the Coast Guard Auxiliary "informally" during World War II. Public Law 451 passed by congress in September 1945 allowed owners of aircraft and radio stations eligible for membership in the Auxiliary.

The postwar period brought cutbacks in funding for the CG and reductions in

the number of active duty personnel, vessels, and aircraft available for search and rescue. Simultaneously the need was expanding due to the increasing popularity of recreational boating. The Auxiliary supplementing active duty forces proved to be a practical solution for the CG, which thereafter would rely on the Auxiliary to fill the gaps. Aircraft utilization increased and several Auxiliary Districts formed aviation units. Auxiliary pilots from D11 operated out of Vail Field in Los Angeles and the 14th District formed two air divisions in Hawaii where CG aviation assets were limited.

In November 1947 CDR David H. Bartlett, USCG was assigned to reactivate the Coast Guard Auxiliary and establish an Auxiliary Air Wing in Hawaii. With no precedence to build on, CDR Bartlett called upon Commodore Lloyd T. Nicholls (then Major, USAFR) to assist in the effort due to his experience in the AF Association and Civil Air Patrol. After establishing administrative and organizational protocols and acquiring necessary equipment, by March 1948 the Auxiliary Air Division had over 40 aircraft certified for Search and Rescue while the CG had only two. An interesting note is that COMO Nicholls made the first set of Auxiliary Wings in his apartment by sweating a miniature Auxiliary emblem onto a set of CG pilot wings over his kitchen gas stove. The wings were approved by CDR Bartlett and are the same design as the current Auxiliary pilot wings except for the change to silver color.

In 1952 the Commandant of the Coast Guard, Admiral Merlin O'Neill, authorized the creation of Auxiliary Operational Units (AUXOPS), specially trained groups consisting of five boats, two aircraft, two radio stations, and 50 Auxiliarists were organized to assist the Coast Guard in emergencies. This program was later converted to "Operational Auxiliarist" AUXOP curriculum, a specialized, rigorous training curriculum for individual Auxiliarist.

Nationally, the number of documented Auxiliary aircraft had been diminishing since the early 1950's. In 1953 the national roster indicated 461 aircraft; by 1960 the number decreased to 139, and in 1965 there were only 57 Auxiliary aircraft registered. Auxiliary Flotillas were established on state and inland waterways as result of the 1971 Federal Boating Act expanding boating safety awareness. Consequently, the Auxiliary Aviation program did not grow nearly as much as surface assets during this period. Utilization tended to be location and mission specific. The aircraft were effective in search missions since they could cover more area in less time. They were also effectively used in check-

ing and verifying the operation and location of aids to navigation. Some CG districts used AUXAIR to provide rapid transportation to and from CG stations not served by commercial air transport and they were used for winter ice patrols in northern areas. In the 1990's Auxiliarists flew as observers on CG HC-130 aircraft.

The 1996 CG Auxiliary Act significantly expanded the missions of the Auxiliary. AUXAIR rapidly broadened and was tasked to assist the CG in missions and operations authorized by law and by the Commandant. In January of 1997, CG Auxiliary Aviation was upgraded to establish a standard command and control network. Unlike surface operations, AUXAIR has its own structure and is organized solely on a District basis. This alignment of District AUXAIR units with CG Air Stations is known as the "squadron concept," meaning the AirSta is the order issuing authority and provides oversight.

The increased and expanding role of the Coast Guard prompted the "Team CG" concept - uniting Active Duty Forces, the CG Reserve, and the Coast Guard Auxiliary. CG Auxiliary Aviation became a force multiplier.

In the aftermath of 9/11, Coast Guard helicopter units were tasked with conducting the CG's National Capital Region (NCR) air defense mission and performing Rotary Wing Air Intercept (RWAI) missions over the nation's capital and other critical areas throughout the country. In RWAI training flights AUXAIR aircraft and aviators are used to help improve the helicopter pilots' response times and to provide a moving target to hone flight interception techniques. Today, Auxiliary Aviation participates in many CG missions including Search and Rescue, Waterways Security, Marine Safety, Pollution Response, and Aids to Navigation.

While assigned by a Coast Guard unit commander to duty under orders, qualified and current Auxiliary pilots are considered CG pilots and approved aircraft are considered CG aircraft. Maintaining this relationship and joint training is essential for maximum effectiveness of CG and Auxiliary Aviation.

As part of Team Coast Guard, Auxiliarist enjoy the 100-year celebration of Coast Guard Aviation and take pride in being part of America's heritage.

Sources:

CG Auxiliary Records Collection, Joynner Library, East Carolina University
U. S. Coast Guard Auxiliary. NAVIGATOR, 1961-present. (official publication of the USCG-AUX)
U.S. Coast Guard Auxiliary. TOPSIDE, 1943-present. (official newsletter of District 5NR)



Ancient Albatross #25 Letter to Pteros

By Ptero VADM Charles Ray, Aviator 2311



WOW! How can it be nearly July already? It seems like just yesterday we were beginning the planning for the Centennial of Coast Guard Aviation and now we are nearly half way through it –and what an amazing six months of celebrations!

I had the privilege of attending the induction of CG 1426, a restored HH52A, into the Smithsonian's Udvar-Hazy Annex. It is completely fitting that our many contributions to the Nation are memorialized and preserved by the same institution entrusted with care of the 1903 Wright Flyer, the Apollo 11 Command Module, and the Space Shuttle Discovery. The HH52A induction provided the ideal back drop to recognize the many contributions of one of our most celebrated shipmates, CDR Frank Shelley, Aviator #633. Following the ceremony for CG 1426, Admiral Zukunft presented CDR Shelley with the Legion of Merit for his extraordinary leadership, vision, and operational expertise in near single handedly bring the HH-52A on line as our service's first turbine powered helicopter in the early 1960s.

Not all of the celebrations have been as grand as induction into the Smithsonian, but they are no less important as they remind us all that our contributions are relevant and local! AirSta San Francisco recently hosted a flight suit formal here in the San Francisco Bay area. CDR Campbell and his crew did an exceptional job organizing and facilitating a venue where we could come together and celebrate and toast CG Aviation. I was extremely pleased to see that this wasn't just an aviation affair – many of the guests were from other career fields and their attendance added greatly to the conversations and en-

hanced the healthy doses of banter that were flying back and forth. More than one permanent cutterman pin were spotted in the crowd...a few senior O6 cuttermen were even seen in flight suits!

While we have honored the past, we have continued to go about our business of serving the nation - some things remain the same. Things like HITRON remaining in high demand. Our cutters and aircrew are having a significant and immediate impact in bringing the fight to transnational criminal organizations. A side by side comparison of the time from October to May of 2015 to 2016 reveals a 42% increase in drug seizures and 59% increase in drug volume in the Eastern Pacific alone. Over the past 12 months HITRON has deployed 30 AVDETs for 1,320 days aboard ship. While protecting our maritime approaches and transit zones, they have interdicted or disrupted 78 shipments, helped detain 224 narcotraffickers, and seized 184K pounds of narcotics valued at \$2.36B.

Other things have remained the same as well. Over the past six months, AirSta Kodiak has responded to two separate SAR cases, each over 600 NM from Kodiak. In both, our men and women in aviation responded brilliantly while orchestrating, supporting, and flying multi-aircraft, multi-crew missions across expansive distance over harsh terrain to rescue those in need. While HITRON successes and SAR excellence have remained the same, time marches on and so does CG Aviation. If you walk the ramp at AirSta Sacramento today you will notice a mix of HC-130s and C-27s. The C-27s are online, our crews qualified and they are standing the watch on a port and starboard rotation with HC-130 crews. Additionally, we closed the final chapter on CG AirSta Los Angeles' history. The unit officially handed over the watch in late may and our crews are now standing duty at Naval Air Station Pt. Mugu under the command of Air Station San Francisco. So today, just like the past 100 years, operational excellence and professionalism remain the critical elements in guaranteeing success as we seek to mitigate risk and enhance proficiency and efficiencies in a dynamic and every changing environment.

Six months are gone, but we aren't done yet. We still have the Ptero Roost later in the year down at ATC Mobile and units are having similar events around the country. I look forward to seeing you all in Mobile!

Semper Paratus



PREZ MSG. FROM 2

We revamped the Ptero Store earlier in the year, just in time for the Centennial. No longer is it run out of my basement; my wife is much happier! We recognize Ptero Jay Crouthers & Stout-Gear's Lorie Stout for the great transformation & selection of Centennial clothing & items.

The Centennial web site was stood up early in the year to give members access to what is going on or planned for the year. We have Ptero Gary Gamble to thank for this, as well as our new web designer, Margaret Jordan in Mobile.

Speaking of Mobile, hope you are planning to join us the last week in October for the Roost of all Roosts. Ptero George Krietemeyer & his Roost Committee have loads for us to do in and around the Mobile/Pensacola area to celebrate the Centennial. We've even had to expand beyond the Roost hotel to several others nearby. You can't miss it. Jot it down on your flight plan.

So, I've enjoyed my "15 minutes of fame" filling in for Ptero Jim. It's time to put the mike down & land (or hover to land). Ptero Jim will be back next time to expound upon our good times at other Centennial events around the country & tell tales about the Roost. I will now tuck my "red rag" back into my flight suit.

Your humble Executive Director & PTreasurer...Ben Stoppe (1646/1011)



Photo by Ptero Jim Donahue, P-2867



Mail Call! This issue's mail is brought to you by the Fokker P-1 Flying Lifeboat, the CG's first purpose-built, air-sea rescue aircraft. In smooth waters, it could be a very useful tool, but in heavier seas or in situations where a vessel was on fire or someone onboard was severely injured, it could do little. This shortfall in capability led to the CG's requirement for air-sea rescue helicopters.

This was found while cleaning out my parents' house recently.
Ptero Jim Stevens, P-2887

Personal Connections With the Past

This occurred to me recently. It won't be long before we will not have among the living CG aviators who knew personally or professionally or shared the cockpit with our pioneering brethren. In this centennial year, and our PTEROGRAM, I will welcome a conversation about this reality. To keep alive memories of, say, the first 50 aviators or the first 100, and eventually the next 100, who among us flew with, served with (under?) or just rapped a bunch with those who paved the way.

Avoiding an encyclopedic run for each one, I'll start with this brief overview of my recollections of specific relationships with four of the first fifty. I flew with one, Loren Seeger, #46, who commanded CGAS San Diego during my first years of my first operational aviation tour. As I advanced through various upgrading syllabi in 3 FW and 1 RW aircraft, and seemingly was current with a variety of collateral duties, I didn't spend a lot of personal time with Captain Seeger. Not into, or at least far into, CG aviation history at the time, I certainly didn't recognize the significance of his CG aviator designation number or knew he was winged before my fourth birthday. But, I did read the Goat checklists and answered the 'phone' a number of times as he reached for or exceeded his four hours, or logged the required instrument and night time. I also recall calling upon his residence soon after reporting to the air station, dutifully leaving my 'official' calling card on the little silver tray near the front door (hey, young'uns,

we really did this as expected).

I didn't fly with C.F. Edge- 14, C.G. Bowman-25, or Frank Erickson-32 but met them all personally and had conversations with all of them. #14, well into retirement, visited CGAS Clearwater (then St. Petersburg-Clearwater) for wardroom visits and stories, driving his old Hudson to and fro. #25 skippered CGC EAGLE during my cadet days at the CG Academy. Perhaps of my most reverent memories, I met and socialized with heralded #32 while ATC Mobile XO during the visit of Frank Erickson to ATC Mobile for the dedication of Erickson Hall.

Surveying the next 100 aviators, I flew with nine of them and knew personally or served under another four. Whether or not this snapshot of my personal experiences touches off other submissions by other aviators, I hope it will lead, at least, to the documentation of other personal interesting recollections of the early aviators.

Ptero Ray Copin, Aviator 744 & Helo Pilot 353

Aviation Centennial Kickoff at NAS Pensacola

We kicked off the CG Aviation Centennial celebrations in Pensacola on 1 April with a commemoration of the 100th anniversary of the day that Elmer Stone checked into Navy Flight School. I was able to get the museum to let me borrow one of the cutouts of Elmer. We held a morning event at NAS Pensacola followed by one at lunchtime at NAS Whiting Field. We had 100 Centennial patches which sold out in less than an hour. Happy 100th!

Ptero John Turner, Aviator 2929



Son, someday you will make a girl very happy. Then she will leave you for a man ten times better than you could ever hope to be. These men are called Rescue Swimmers.

Ptero Artifact



LTJG John Kelly (CG Flight Student) (L), CAPT Chris Martin (NAS Pensacola base CO), Elmer Stone (CG Aviator #1), CAPT Andy Truluck (USN Aviation School Command), CAPT John Turner (CGLO), & LTJG Andrea Molina (CG Flight Student)

Project Phoenix Coin Presented to Arnold Palmer

By Ptero Stu White, Aviator 1528

On Sunday, April 10th during the 9th Annual Otto Graham Golf Classic held at Arnold Palmer's Bay Hill Club and Lodge, Ptero Stu White (#1528) presented Ptero Arnold Palmer (#P-3085) with a Project Phoenix Commemorative Coin. Also, Stu gave Mr. Palmer a CG Aviation Centennial ball cap and a Centennial Coin. Fellow Pteros Ron Hoover, Aviator 1512, and Rick Hauschildt, Aviator 1505, along with Stu spoke with Mr. Palmer who inquired if we had flown HH52A CGNR 1426 and what other aircraft we had flown. Mr. Palmer said he was considering getting a helicopter; he had flown one previously. Additionally, both Stu and Arnold Palmer are members of the Tin Whistles; an organization started in 1904 with the objective "It is formed for social purposes and to promote the customs, traditions, courtesies, and the 'Rules of Golf' at Pinehurst, NC." (Photo by Rick Hauschildt)



CG Academy Aviation Club Flight Team Competition Results

By Ptero Andrew Guedry, Aviator 3503

c Keith Holmes placed 1st of 15 in the Message Drop event. (I thought Army and Navy pilots were good at dropping bombs?); 1/c Jack Emmons placed 3rd and 3/c Tom Dalton placed 5th in the Power On landing event; 3/c Creswell placed 4th of 15 in the Power Off landing event. In the ground events: 2/c Keith Holmes placed 2nd of 15 on the Flight Simulator event; 4/c Phil Kuong placed 5th of 15 in the Aircraft Recognition event; 1/c Alli Roesch placed 6th of 15 on the Navigation Knowledge & Planning exam.

I'm very proud of our young team as we gather valuable experience in competing against these bigger programs. We certainly don't have the depth that these other teams have, but we make up for it with our heart and passion for aviation. The event also provided an important networking opportunity for our cadets to intermingle and build relations with the Army cadets and Navy midshipmen.

1/c Kevin Hayward (L), 3/c Cory Creswell, 2/c Matt Devlin, 1/c Ally Roesch, 2/c Abby Culp, 4/c Addi Rutkoske, 2/c Hailey Naramore, 2/c Keith Holmes (captain), 1/c Jack Emmons, 3/c Tom Dalton, CDR Andy Guedry (coach)



Flight Simulator Dedicated at CG Academy

By Ptero RDML Jack Vogt, Av. 2884, CGA Asst. Superintendent

orientation. The energy and enthusiasm surrounding the simulator and our evolving cadet aviation competition team have already spurred growing interest, with well over 200 cadets participating in the cadet aviation club. What a way to introduce our future leaders, officers and aviators to an exciting and rewarding career path in the CG!

Special appreciation goes out to our key supporters, especially the Class of 1949 represented by the arguably the best pilot of the bunch, Pop Shelley. How fantastic was it to hear him speak about his past experiences and the path that '49 took to make the simulator a reality. Special thanks as well to our other benefactors including Ms. Bonnie Young, RADM Dave Kunkel, CAPT Phil Volk, Mr. Bob LaBelle and

of course our amazing CGA Alumni Association led by CAPT Andrea Marcille. Kudos to the many who support our Aviation Club and made the ceremony happen including CAPT Melissa Rivera, CDR Aaron Waters, CDR Hans Govertsen, CDR Tim Brown, CDR Andy Guedry and his bride Kim, LT Jackie Fitch, Senior Chief Rob Cain, Mr. Bill Simpson, and Cadet Allyson Roesch. Many thanks to our CG senior leaders VADM Charlie Ray, The Ancient One, VADM Dean Lee, CAPT Joe Kimball, CDR Bill Sasser, MCPO Jason Vanderhaden and MCPO Charles Bushey for being an important part of the celebration. Finally, thanks to all of the "orange suiters" led by Pop Shelley who took the time to join our celebration: Rudy Peschel, Bob Gravino, Greg Keshishian, Dave Andrews, Jim Loomis and my CGA football coach, Ed DeMuzzio. Your presence made



Pteros Jim Loomis (L), Av. 1179, Ancient Al VADM Charlie Ray, Av. 2311, & RADM Dave Kunkel, Av. 1726, CAPT Melissa Rivera, Av. 3251, Pteros Joe Kimball, Av. 3211, RADM Rudy Peschel, Av. 1146, Dave Andrews, Av. 1121, Unk., Bob Gravino, Av. 1544, & Aaron Waters, Av. 3357, at the Ribbon Cutting.

Mrs. Bonnie Young, spouse of deceased Ptero Dave Young, CGA '49, Av. 634.



the ceremony all the more significant. My apologies if I missed anyone because I know the success of the day was due to a true team effort.



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2016 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

Honor Graduate

AET3 Stephanie A. Kleinberg
AMT3 Matthew J. Kuhns
AET3 Dakota R. Bayer

Assignment

Barbers Point
Mobile
Port Angeles

Honor Graduate

AMT3 James E. Tatham, II
AST3 John S. Fuller
AMT3 Issak E. Olson

Assignment

Atlantic City
Elizabeth City
Clearwater



Newly Designated Aviators

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

CG Aviator Nr.

3795D Ryan Tickell
4631 Jacob W. Brantley
4633 Karl N. Alejandre
4635 Nathan R. Brock
4637 Cassandra N. Hawley
4639 Mark C. Amendolara
4641 Ashley C. Swager
4643 Treston T. Taylor
4645 Jordan M. Lee
4647 Trevor S. Mays
4649 Eric J. Bonomi
4651 Audra K. Forteza
4653 Benjamin C. Wolhaupter
4655 Lucas E. Taylor
4657 Andre J. Jones-Butler
4659 Gloria R. Fox

Assignment

Port Angeles
Corpus Christi
Savannah
North Bend
Miami
Borinquen
San Diego
Elizabeth City
New Orleans
Clearwater
Humboldt Bay
Cape Cod
Borinquen
Sacramento
Clearwater

CG Aviator Nr.

3979A Joseph S. Heal
4632 Adam C. Moss
4634 Synje C. O'Leary
4636 John B. Barrett
4638 Jillian B. Harner
4640 Rocky C. Ward
4642 Bradley R. Harbert
4644 Paul R. Junghans
4646 Erin K. Warwick
4648 Emily A. Bogdan
4650 Ryan W. O'Neill
4652 Anders H. Manley
4654 Anthony J. Monteforte
4656 Marco M. Tinari
4658 Molly R. Smith

Assignment

Los Angeles
Corpus Christi
Borinquen
Mobile
Miami
Humboldt Bay
Houston
Clearwater
Atlantic City
New Orleans
Miami
San Francisco
Atlantic City
Borinquen
Detroit



I thought that all went very well with the ceremony honoring Elmer with the new headstone. It gave me a great opportunity to meet many who had had a part in putting the program together. I wrote Captain Kimball that when I am with a group of individuals from the Coast Guard, I feel I am in the midst of heroes!
Ray Stone, 2nd cousin of Elmer Stone



18 April Traverse City Ptero Breakfast Meeting. Dr. Jeff Kyff CG Air Aux/Aviation Medical Examiner (L), Bill Biggar #1975, Mark Benjamin #1665, Fritz Barrett USAF rep A-10, Russ Gilbert LT USCG ret., Larry Manthei #1719, Tom Haase #1948, Bob Gray #1282, Carl Brothers #970, Carl Pearce #1296, Scott LaBarre US Army rep OH-58, UH-1, Greg Matyas #3432. The group meets for breakfast the first and third Monday of every month at Bradys's in Traverse City. They recently added the local Air Aux and the group is slowly but steadily expanding. They invite anyone passing thru the area to join them anytime.

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

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Name _____ Rank/Rate _____

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City: _____ State _____ Zip _____

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

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

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

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

Sign me up for:

☐ Life Membership **\$250** (includes a Ptero Pin)

☐ Annual Membership **\$35** (*Active Duty \$20*)

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

For many years, the “Ptero Store” has operated out of Ben’s basement, making an annual appearance at the Roost and filling the occasional mail order. The Centennial of CG Aviation has increased the products available in the store, and the number of orders per day.



To keep up with demand, the new Ptero/Centennial Store has been moved to an online specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia representing the “Pilots”, “Aircrew”, and “Rescue Swimmers”, can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the “Store” tab at either <https://aoptero.org/> or <http://centennial-cgaviation.org/> and you can even pay by check if you don’t like using credit cards on the internet .

Please check all below that apply:

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

☐ CG Aviator (Data if known:) ☐

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served:

_____ to _____

☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

**The CG Aviation Association
P.O. Box 940,
Troy, VA 22974-0940**

Jun 2016 Please make copies of this form and pass it on.

Total Enclosed: \$

Order of Daedalians Exceptional Pilot Award for 2015

On 5 April, the Coast Guard announced LCDR Eric Oliphant of Air Station Elizabeth City as the USCG award winner for the 2015 Order of Daedalians Exceptional Pilot Award.

On 14 February 2015 LCDR Oliphant demonstrated extraordinary leadership during the daring rescue of four crewmen from the S/V TRIO off the coast of North Carolina. As Aircraft Commander of MH-60 CGNR 6012, LCDR Oliphant led his crew 140 NM offshore through a developing cold front, which produced low ceilings, 40-knot winds and winter precipitation. Arriving overhead the S.V TRIO, CG6012 relieved a Navy H-60 and requested they remain on-scene to provide cover. With the weather rapidly deteriorating, and the conditions too

rough to deploy directly to the S/V, LCDR Oliphant deployed the rescue swimmer to the water near the vessel in an attempt to board her. The rescue swimmer was unable to board the TRIO due to its 18-knot drift. After recovering the rescue swimmer, he directed the survivors to enter the frigid waters, one at a time, for recovery. LCDR Oliphant then skillfully lowered the swimmer and recovered each survivor despite the high winds, 14-foot seas, and lack of visual references due to an inoperable searchlight. With his crew and survivors aboard, LCDR Oliphant led them back to Elizabeth City through 70-knot winds, low visibility, and blowing snow.

In addition to this exceptional display of airmanship, LCDR Oliphant also be-

came the unit’s high-time flyer; he commanded several challenging offshore MEDEVAC’s and led a D7 deployment supporting counterdrug and alien migrant operations. He also lent his aeronautical expertise to support the Secret Service on two separate occasions. Finally, he demonstrated his ability as a leader in his capacity as a Unit Flight Examiner, completing 18 upgrade flights, and as an Engineering Officer in which he oversaw the unit’s aircraft maintenance plan, an 83 person workforce, and the H-60 Prime Unit. BZ!



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Restored HH-52A CGNR 1426 Interior Pictures. See related story on Pg. 3.



Flight Simulator Dedicated
at CG Academy [See Story on Pg. 29]



Elmer Stone's Headstone Updated, [See Pg. 13]
Original headstone shown above.



'Alfred,'
ATC
Mobile's
Mascot
Patch,
Vintage
1969

THAT'S NOT ALL !!