

**U.S.C.G.**  
**AIR STATION**  
**CAPE COD**  
by LTJG Tim Pasek

Coast Guard Air Station Cape Cod lies in the heart of the New England coast. Located on the west end of beautiful Cape Cod, yet only one hour from Boston, Air Station Cape Cod offers a diverse experience for the aviator, both in the air and on the ground. Air Station Cape Cod traces its roots from the passage of the Volstead Act of 1919 when suppression of liquor smuggling provided funding for Commander C. C. Von Paulsen (CG Aviator #5) to borrow Navy seaplanes for daily patrols from Naval Air Station Squantum, Massachusetts. In May of 1925, three seaplanes based at Ten Pound Island in Gloucester, Massachusetts, essentially became the Coast Guard's first operational air station. Expanded aviation missions gave us Air Station Salem in 1935. By the late 1940's, Air Detachment Quonset Point, Rhode Island, provided much needed runways to handle the increasing number of non-amphibious airframes. With the development of the HH-52A amphibious helicopter, seaplane air stations were no longer necessary. Air Station Cape Cod formed on land-locked Otis Air Force Base in August of 1970.

Under the command of Captain Rick Yatto, the air station operates four HH-60J medium-range recovery helicopters and four HU-25A medium-range utility jets, flown by approximately 30 pilots and 100 aircrew. The area of responsibility extends north from New York City to the Canadian border

along seven states where the air station conducts an average of 250 search and rescue cases annually. Two alert crews, one helo and one jet, stand a 24-hour watch.

The highly variable climate in Cape Cod creates a very challenging environment for aviators. The summer brings thunderstorms. The winter slings ice and snow, while low ceilings and low visibility can occur anytime throughout the year. The popular islands of Nantucket and Martha's Vineyard, with limited medical facilities, create a steady flow of LIFEGUARD flights for both the HH-60J and HU-25A. Add this to one of the northeast's busiest air traffic zones and either VFR or IFR flight can become extremely busy and challenging for aircrews.



*Passenger Evacuation  
from M/V Royal Majesty*

Encompassing several thousand square miles of heavily regulated living marine resources, the north east offshore commercial fishing industry requires continuous law enforcement coverage by both air and surface assets. The fishing fleet also relies upon Coast Guard Aviation for emergency assistance, especially medical treatment. Aids to Navigation completes the mission package with regular transportation of repair crews, equipment, and construction materials to remote lighthouses along the rugged Maine coastline.

The home of Air Station Cape Cod rests in the center of the Massachusetts Military Reservation (MMR), a conglomerate of Coast Guard, Air National Guard, Army National Guard, and Army Reserve units on about 20,000 acres. This includes 630 Coast Guard housing units, Exchange, movie theater, recreation center, grocery store, gas station/convenience store, clinic, gym, and nine-hole golf course. Once primarily a whaling and fishing area until the early 20<sup>th</sup> century, Cape Cod relies primarily on tourism for economic health where both city amenities and outdoor recreational opportunities abound, especially boating, fishing, golfing and beach combing. Off duty aircrews will also find the big city life of Boston and the rural mountain regions of northern New England within easy reach. See for yourself and come fly the Cape Cod skies.

## Data Sought to Complete Aviation Memorial Listing

A booklet has been prepared at Elizabeth City which contains the inscriptions on the CG Aviation Memorial Monument dedicated in 2000 at the Elizabeth City air facilities. "Dedicated to Aircrews Who Did Not Return," the memorial honors some 250 crews. The inscriptions on the monument delineate dates, aircraft model and number, locations, crew members and a brief synopsis of circumstances.

Owing to the difficulty of retrieving older historical records, details on some of the earlier accidents, circa 1930's, 40's and 50's are lacking. Thanks to Ptero Bob O'Leary some details have been filled in, but specific info on some mishaps are still needed.

A current listing of booklet contents may be found on the following web page: <http://www.uscg.mil/hq/g%2Ddcp/history/aviationcasualties.html>

Here follows a listing of accidents lacking descriptions of circumstances. Readers with recall or information on any of these accidents is asked to contact Ptero Sperry Storm at email (preferred) "tormenta@mindspring.com" or mail to 514 Small Drive, Elizabeth City, NC 27909...tp (252) 330-2519, fax (252)330-2507. You can also contact LCDR Dave Cronk at AR&SC, Dcronk@arsc.uscg.mil, (252)334-5473.

19 Jan 1935	JF-2V-162 Cape May
15 Jun 1936	JF-2V-168 St. Petersburg
5 Dec 1936	RD-4 V-11 Cape May
18 Jul 1939	JF-2 Charleston
18 Aug 1939	N3S 0617 Pensacola
20 Jun 1940	RD-4 V-129 Salem
29 Sep 1940	JF-2 V-145 St. Petersburg
3 Apr 1942	OS2U-3 5777 Salem
22 Mar 1943	SNV-1 34225 Pensacola
6 Apr 1943	JRF-2 V-176 Port Angeles

9 May 1943	OS2U-2 2270 San Francisco
1 Jul 1943	Pby-5 04447 Pensacola
21 Sep 1943	JRF-5 V-225 salem
23 Feb 1945	PBY-5A 05007 Elizabeth City
5 Sep 1945	JRF 37795 San Diego
15 Dec 1945	J2F-6 32740 Boston
18 Dec 1945	PBY-5A 46497 Biloxi
7 Aug 1946	PBY-5A 48284 San Francisco
1 Apr 1947	PBM-5G 59002 St. Petersburg
2 Jan 1948	J4F 32977 San Diego
11 Nov 1952	PBY-6 46640 Guam
13 Nov 1952	HTL-1 2460 Salem
6 Jul 1953	C45-B AF 433565A WP AFB Ohio
7 Jul 1953	PBY-5 46617 Biloxi
6 May 1954	PBM-5 USN Corpus Christi
24 Jun 1956	HO4S 1299 Salem
22 Jan 1957	R5D-3 USN 50869 San Diego



## Gus Shrode Safety Award



LT John Rivers, CGAS Miami (Starboard) being presented the Captain Marion "Gus" Shrode Aviation Safety Award by the Commanding Officer of ATC Mobile, CAPT Eric Fagerholm (port). LT Rivers was unable to be present at the Pterodactyl roost in Fort Lauderdale to receive his award there (see page 4) so the honors were celebrated at ATC later in October.

## An Airman's Prayer

[Traditionally read at annual AOP gatherings]

*LORD,*

*Flyers are different from other mortals, your love for us as flyers is what we ask,  
We fly in the cold dark air before dawn, viewing these as acts of pleasure not a task.  
To feel motionless high above the earth and capture a sunrise against a peaceful sea.  
These vivid memories and sanctity of flight are all wondrous gifts by Thee.*

*To see a rainbow in a cloud that refracts a circle 'round the shadow of my plane.  
To listen to the drone of the engines as they power my craft to their own refrain.  
To guide my plane with gentle response as I turn toward distant shore.  
I thank you for these pleasures of flight and your safekeeping evermore.*

*Together with my friends we humbly seek to share the wonders of the skies.  
For we have touched the face of God and have witnessed the compassion in his eyes.  
We who fly thank you for your serenity and for securing our heavenly goals.  
We pray, bless our keeping as we carry our love of flight in our souls. AMEN*



## U.S.C.G. AVIATION TRAINING CENTER MOBILE, AL

by CDR Steve Rausch

In the early sixties, the Coast Guard realized the need for a standardized pilot/aircrew training program. After the introduction of the turbine-powered HH52A helicopter in 1963, such a program, originally designated as the Basic Operational Training Unit (BOTU), was formed at Coast Guard Air Station Savannah, Georgia. In 1966, the vacant 232-acre Air Force Reserve facility located at Bates Field in Mobile was acquired by the Coast Guard. On 17 December 1966, Air Station Mobile was officially commissioned with the transfer of HU-16E "Albatross" aircraft from Air Station Biloxi, MS and establishment of the fixed-wing and rotary-wing pilot training units. Air Station Mobile became the Aviation Training Center and was designated a headquarters unit under the direct control of the Commandant of the Coast Guard.

The Helicopter Icebreaker Support Unit (IBSU), now known as the Polar Operations Division (POPDIV), was created at the air station in 1969. Today, HH-65 helicopters from POPDIV deploy aboard Coast Guard Icebreakers to both the Arctic and Antarctic regions where they support Coast Guard missions by flying scientific, logistic, and occasionally, SAR missions. Coast Guard Polar Operations are divided into three sub-areas, Arctic East, Arctic West, and Antarctic. The Arctic East is bound by Northeastern Canada and Northern Europe, including Greenland and the Arctic Ocean. The primary mission in the Arctic East is to re-supply coastal military installations in Greenland and to preserve the security and safety of sea lanes across the North Atlantic. Scientific research is also performed. The

10 Pterogram - November 2001

**ATC MOBILE TO HOST THE 2002 ROOST!**  
*Details to follow in Sitrep 1-02 (March)*



heaviest concentration of research, however, occurs in the Arctic West. This region begins north of the Aleutian Islands and includes the Arctic Ocean above Alaska. There, scientists conduct biological, atmospheric, and oceanic experiments in the world's most pristine environment. Antarctic missions are in conjunction with the U.S. Navy's Operation Deep Freeze. This operation is conducted annually to re-supply the continent's southernmost scientific research stations and encampments, including McMurdo Station, Amundsen-Scott South Pole Station, and New Zealand's Scott Base. The Coast Guard's participation in Operation Deep Freeze also assures the political stability and multinational neutrality promulgated by the 1961 Antarctic Treaty. Of note, POPDIV crews returned from an historic mission to the North Pole in 1994 aboard USCGC Polar Sea as the first U.S. surface ship and helicopter to reach 90 degrees North.

ATC provides in-house initial and recurrent training to over 750 HU-25, HH-65, and HH-60 pilots and aircrew annually in Transition, Pro-

iciency, Requalification and upgrade courses. Every pilot receives their initial transition into Coast Guard aircraft here and returns once a year for a week of intensive refresher training in one of the three flight simulators located at ATC Mobile. Standardization Teams visit every HH-65, HH-60, and HU-25 unit once a year, and conduct Standardization visits of all flight-deck equipped Coast Guard Cutters on a bi-annual basis. Flight crews also provide key doctrine and field testing for new initiatives such as Night Vision Goggle expansion, helicopter fast-roping, and airborne use of force. In addition, ATC provides initial and recurrent training in Crew Resource Management (CRM), Organizational Risk Management, and Night Vision Goggle training.

The Advanced Rescue Swimmer School in Astoria, Oregon is run by the ATC Rescue Swimmer Training Branch. This advanced training serves as a world-class model for emulation by other Search and Rescue professionals. The school



## ATC Mobile (cont'd)

provides Rescue Swimmer training in high seas, breaking surf, confinement of caves, and steep mountain slopes, and is designed to expose helicopter aircrews to the most challenging of environmental scenarios. The school graduates approximately 50 students per year, including personnel from other government agencies and international students. Although designed specifically for Rescue Swimmers, pilots and flight mechanics who have attended this training universally rave about gains in rescue proficiency.

ATC recently assumed operational control and oversight for all C-130 aircraft training and standardization. This includes responsibility for initial C-130 aircraft transition training and standardization for the C-130 community. To support this new mission, the C-130 Standardization team will be assigned to ATC

Mobile and detached to Air Station Clearwater.

ATC is also on the cutting edge of Coast Guard Information Technology (IT) initiatives. We are currently in the process of executing the 3-year eleven million dollar Service Life Extension Project (SLEP) to improve simulator visual systems, instructor operating systems, and standardization between the simulator and the aircraft, crucial for learning transfer. Another IT project in the works develops state-of-the-art Audio-Visual and Interactive Courseware (ICW) productions to improve course materials. We are currently in the process of converting Macintosh computer based training (CBT) software to CG Standard Work Station III. This effort will bring the quality of student training to a higher level and will provide distance learning opportunities for all Coast Guard pilots and aircrew.

HU-25 aircraft stand alert duty in support of Coast Guard District Eight missions in the Gulf of Mexico and inland waterways including Search and Rescue, Marine Environmental Protection, and Enforcement of the Maritime Laws and Treaties. TRADIV helicopters provide hurricane and flood relief SAR operations flexibility by participating as a SAR "strike team" in times of natural disaster or other need. In FY 2001, ATC aircraft flew over 8700 flight hours on over 4800 sorties, and saved over 40 lives and \$250,000 in property during 220 SAR cases.

Since its beginnings in 1966, the Aviation Training Center has grown dramatically in size and in number of missions. Currently with 15 aircraft and almost 400 active duty military, civilian and contract personnel, it is one of the largest air units in the Coast Guard.

## ALABAMA HONORS CDR LONNIE MIXON, RETIRED CG AVIATOR

by RADM William B. Stewart, USCG(ret)

On 20 October 2001, CDR Lonnie L. Mixon, USCG(ret), a native son of the state of Alabama, became the first coastguardsman to be inducted into the Alabama Military Hall of Honor at the Marion Military Institute in Marion, Alabama. He joined nineteen other distinguished Alabamians who have been so honored since the tribute was created in 1975.

Members of the Hall of Honor must have made "outstanding contributions to the state of Alabama and/or the United States. They must be Alabamians who have distinguished themselves in the armed forces and whose patriotism should be recognized and serve as constant testimony to present and future generations." Previous honorees include a former Chairman of the joint Chiefs of Staff and several patriots who were awarded the Medal of Honor.

Commander Mixon was born in Mobile, attended Mobile public schools and Springhill College, and enlisted in the Coast Guard. Graduating from USCG Officer Candidate School in 1958, he attended Naval flight training and was designated Coast Guard Aviator 878.

Lonnie's Hall of Honor citation describes some of his exceptional Coast Guard aviation career which embraced search and rescue assignments at CG air stations, instructing at the Coast Guard Aviation Training Center, Mobile and combat experience during exchange duty with the U.S. Air Force in Viet-

nam. He was specifically cited for rescues near the Bahamas, in the Caribbean, in the Great Lakes and in Vietnam where he flew 395 combat missions in "Jolly Green Giant" medical evacuation helicopters. His service was recognized with awards of the Silver Star, Distinguished Flying Cross with Bronze Star and Air Medal with ten oak leaf clusters.



Photo courtesy of Paulette B. Stewart

[Way to go, Lonnie, we're proud to salute you!]