



PTEROGRAM

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The Ancient Order of the Pterodactyl

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

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Pthirty-sixth Annual Ptero Roost Celebrated in Grand Style



Approximately 115 Pteros plus their significant others pthoroughly enjoyed this year's outstanding roost hosted by the CGAA in picturesque Sacramento, CA! We are especially grateful to our dedicated organizing committee: Steve (aviator 2152) and Roxanne Delikat, Jerry (aviator 951) and Gail Mohlenbrok, Doug Bogle (aviator 2129), Dick Green (aviator 828), Mike Angeli (aviator 3995), Pete Schichtel, and the Auxiliarists of Sacramento's Flotilla 3-1, commanded by Vic Lindsay (Rosanne Fox, Sheryl and Jon Kennedy, and Shawna Graham). Included in the many highlights were a tour of a gold mine and winery, open house at the Aerospace Museum of California, a Bluegrass Band concert, lectures and book signings by two Ptero authors, enlisted Ancient Al Peter MacDougall (P

-2900), and well-deserved awards to aviation personnel. Sincere thanks to the Air Station Sacramento CO (Ptero CAPT Mike Eagle, aviator 2838) and his crew for their participation and hospitality as their duties permitted! See Page 11 for the full report.



Mrs. Pat Thometz, spouse of CGAA co-founder George Thometz, aviator 530, and her grandson, Michael, enjoyed the Friday reception.

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 2012, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 23 or the website

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

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Correspondence may be sent to:
AOP

**P.O. Box 222905,
Chantilly, VA 20153-2905
or**

**Editor, Pterogram
4816 Powder House Drive
Rockville, MD 20853**

Email: SEGGoldham@aol.com



A Message from 2863 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: First off, I'd like to thank CGAS Sacramento and the Ptero Roost committee (led by Steve Delikat) for their outstanding work organizing a truly memorable event. The events, dinner, business meeting and air station barbeque were all well attended and extremely enjoyable. The men and women of CGAS Sacramento did a fantastic job supporting the roost and the barbecue was fantastic! I'd also like to thank RDML Mark Butt from CG-7, Asst. Comdt. for Capability, for making the whirlwind red eye flight from DC to serve as the keynote speaker. CAPT Doug Nash and CAPT (sel.) Mitch Morrison also provided fantastic insights into the future of CG aviation operations and safety. The awards recipients were incredibly impressive and I think everyone in attendance will agree that the future of Coast Guard aviation is in good hands. During the dinner Ray Copin identified and paired aviators together based on the spread between their aviator numbers. It was amazing to see the span between the individuals with the lowest and highest aviator numbers at the roost and it serves to remind us of our responsibility to keep CG aviation heritage alive!

We are already working on planning next year's roost and are strongly considering the Washington DC area. We are still light on some of the executive vice president positions so, if you have a desire to help move the organization forward, please consider volunteering. If we don't receive volunteers, we will begin eliminating some of the more stove-piped positions. There are several large projects looming on the horizon for the Pteros - moving the CG aviation exhibit from the Museum of the Albemarle, identifying and beginning work on restoring an HH-52 (Project Phoenix), and building a historical display for Frank Erickson's academy ring at ATC Mobile. If you would like to help with these projects, please contact any of the board members for more information.

It was great seeing old friends, catching up with shipmates, and enjoying some of the best home brewed beer Sacramento had to offer. We are looking forward to another busy year and hope that you can start making plans to attend next year's roost! Fly safe!

Steve Reynolds, Ptero 2863, Life Member



Taps

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

RADM Earl R. Fox, USPHS P-2331 9/16/12

Carol High (wife of Ptero Leslie D. High, 549) 8/10/12



HH-52A CGNR 1374 Loss in 1980 by Ptero Kevin Smith, P-3075



I was First Lieutenant on CGC Dependable, out of Panama City, FL '79-'81. During that time we were very active in the Drug Interdiction mission and we had many deployed helos and aircrews. During November 1980, we were operating with a crew from AirSta Corpus Christi. During that patrol, the helo, CG1374, suffered an in-flight power loss 40 something miles from the cutter. The pilot, Ptero Al Sine, aviator 1955, I believe, made a successful water landing and the crew was eventually recovered on board the cutter.

The helo was afloat in calm waters, and CDR Ed Demuzzio, aviator 1155, was flown out to the ship from AirSta Miami to be the salvage officer. He tried to fly the helo off the water and, although it would start, it never would develop enough power to fly.

In the meantime, a late season hurricane was approaching. Hurricane Jean was moving our way, and despite repeated efforts, the bird was not going to fly. As the storm approached, naturally the seas increased, threatening the stability of the helo. Extra flotation bags (from an H-3) were flown to us and attached to 1374. HQ ordered us to maintain station on the helo as the storm eventually arrived. The ship was being buffeted by large waves and high winds and the helo eventually capsized as we worked hard to maintain station, using differential power with the engines to keep the ship's head into the seas. [See 1374 on P. 22]

Air Station Sacramento Receives Drug Interdiction Award

On 20 August, USCG Air Station Sacramento received the U.S. Interdiction Coordinator Fixed Wing Aviation Award for superior performance in the interdiction of illicit drugs during 2011 at a ceremony at McClellan Airfield. R. Gil Kerlikowske, Director of the White House Office of National Drug Control Policy, presented the award.



R. Gil Kerlikowske, Director of the White House Office of National Drug Control Policy, addresses the crew of AirSta Sacramento. Kerlikowske presented the crew with the U.S. Interdiction Coordinator Fixed Wing Aviation Award for superior performance in the interdiction of illicit drugs during the 2011 calendar year.
CG photo by PO1 Thomas McKenzie.

Aircrews operating Sacramento-based CG HC-130 Hercules aircraft provide advanced surveillance and tracking of drug trafficking vessels off the coasts of California, and the Caribbean and Easter Pacific Ocean off the coast of Central America. In 2011 Air Station Sacramento crews flew nearly 2,000 hours on counternarcotics patrol resulting in the seizure of more than two tons of marijuana, approximately 4.5-tons of cocaine and the apprehension of 28 narco-terrorists.

The annual USIC awards recognize individuals and units that demonstrate exceptional innovation, tactics, aggressiveness and results. The nominations are reviewed by an interagency panel comprised of representatives from the interdiction community, so they reflect interagency peer recognition as well. The 2011 award is the third consecutive annual award for Air Station Sacramento for its superior effectiveness in counternarcotics operations among all Coast Guard fixed wing aviation units.

"All our federal and international partners play important roles in stemming the flow of illegal drugs, but the counternarcotics work of our Sacramento-based long-range aircraft is an important mission that rarely receives much public attention," said Rear Adm. Karl Schultz, commander of the 11th Coast Guard District. "With few long-range surface assets available for patrols in the Eastern Pacific, the role of our aviators in spotting and tracking smuggling vessels is more important than ever. This award makes it clear that the law enforcement work of the men and women at Air Station Sacramento is extraordinarily vital and successful."

Ptero Captain Michael J. Eagle, aviator 3082, Commanding Officer of Coast Guard Air Station Sacramento, received the award on behalf of the crew whose operational successes qualified the unit for such a prestigious award. In addition to counter-drug patrols, the air station also conducts search and rescue missions, disaster relief operations, environmental protection flights, and other support services.

[CCGD11 News Release...Ed]



R. Gil Kerlikowske presents Capt. Michael J. Eagle, CO of CG Air Station Sacramento with the United States Interdiction Coordinator Fixed Wing Aviation Award for superior performance in the interdiction of illicit drugs during the 2011 calendar year at a ceremony Monday, August 20, 2012.
CG photo by PO1 Thomas McKenzie.

Congratulations!



Fundraising for MH-65C CGNR 6535 Memorials



The Coast Guard lost four shipmates on 28 February 2012, when the CG-6535 crashed into Mobile Bay, AL, while on a student training mission. No amount of sentiment can express our grief at their untimely deaths, but an effort is now underway to celebrate their lives and their sacrifice.

A monument to the crews of the CG-6535 and the CG-1427 (ATC HH-52A crash in 1981), is planned for construction at ATC Mobile. Fundraising efforts are underway, and we humbly ask for your help. Two websites have been set up for donations. The first site, <http://my.brixbase.biz/coastguard6535/>, will purchase bricks for the walkway. Two brick sizes are available for personal inscriptions with a minimum donation. **[You must order by 3 December...Ed]** The second site, https://wfc2.wiredforchange.com/o/8777/donate_page/cgf-mobilememorial, is a link to the CG Foundation website at which direct donations can be made.

Brian Snuffer, a very accomplished artist, has been commissioned to create a painting for ATC Mobile in commemoration of the 6535 crew. Contributions are needed to get this project off the ground. He has launched a [Kickstarter.com](http://www.kickstarter.com/projects/1685655089/with-eyes-turned-skyward) project to fund the gift of the painting to ATC Mobile. The project will fund the creation of the piece and it's presentation, in person, to ATC Mobile. Each backer will get rewards for their contribution. Backers will not be charged unless the project is fully funded. The url is: <http://www.kickstarter.com/projects/1685655089/with-eyes-turned-skyward>

Your assistance and generosity will help to build a lasting memorial to these crews who gave everything.



Air Station Cape Cod Names New Hangar after Ptero Stew Graham, Aviator 114



Ptero Graham, 95, (C) salutes with CO, Ptero CAPT David Throop, Av. 2709A (L), and chaplain LCDR Jennifer Bowden at the new AirSta Cape Cod hangar named for Graham. Cape Cod Times photo by Steve Heaslip

On 18 July, the \$23.5 million CDR Stewart R. Graham Hangar was dedicated at Air Station Cape Cod in the presence of hundreds of Coast Guardsmen, dignitaries, and guests. "What a pleasure it is to be associated with such a grand-slam, good-natured group of people," said Graham.

In November, the hangar will house three HC-144A Ocean Sentry aircraft that will replace the air station's fleet of HU-25 Guardian jets which came into use in 1982.

Ptero and Ancient Albatross VADM

John P. Currier, aviator 1877 and CG Vice Commandant, described him as a mentor and national hero. Graham, CG helo pilot #2, flew some of the world's earliest helo rescue missions in the days when the development of rotary-wing aircraft was not a priority, Currier said. "This is a man who gave rotary-wing aviation a humanitarian mission." He noted that Graham, a WW II veteran, flew the CG's first nighttime rescue and was knighted by the government of Belgium for his part in saving survivors of a Sabena Airline crash in 1946.



The official party cuts the ribbon at the hangar dedication

Air Station Corpus Christi and Aviation Training Center Mobile Celebrate Aviation Milestones

On 23 May, CG Air Station Corpus Christi celebrated 30 years of service by the HU-25 Falcon jet. The celebration included a softball game, barbecue lunch and a cake cutting ceremony. The lunch and cake were provided with funds donated by the CG Aviation Association, known as the Pterodactyls. The cake was cut by PO3 Thomas McCall and CPO Blaine Lee, the youngest and oldest Falcon crewmembers at the Air Station, while the CO, Ptero CAPT John Pasch, aviator 2706, looked on.



The Falcon has previously flown from units located in Astoria, OR; Borinquen, Puerto Rico; Miami; San Diego; Sacramento, CA; and Traverse City, MI.

The Falcon remains operational in Cape Cod, MA and Corpus Christi. They also continue to provide logistical support out of Elizabeth City, NC, and the Standardization Team is based at the CG Aviation Training Center, Mobile, AL. "Flying the Falcon is the culmination of a lifelong dream to be a jet aviator and fly the CG's fastest operational asset," said LCDR Lahcen Armstrong. "I'd like to see it fly for another 30 years."

Below is a brief history of the Falcon.

- After evaluating more than 30 different aircraft, Secretary of Transportation William T. Coleman, Jr., and Adm. Owen Siler, commandant, announced on Jan. 5, 1977, the award of a contract for the purchase of the Falcons.
- The first Falcon was delivered to the





CG on Feb. 19, 1982. The CG received forty-one airframes to replace the HU-16 Albatross and C-131 Samaritan.

- Through the years, there have been four variations of the Falcon. All were equipped with large search windows and a hatch which could be used to deliver life rafts, dewatering pumps, or other equipment to mariners in distress.

- The HU-25B was equipped with the Aireye system, used for mapping pollution on the water. Two aircraft from Cape Cod, equipped with the Aireye system, deployed to Bahrain during the first Gulf War in 1991 in response to the oil pollution in the Persian Gulf.

The HU-25C and HU-25D are both equipped with high resolution image sensors and infra-red cameras to help search for missing boats.

- The Falcon also commonly flies on emergency medical transport missions.

- On Jan. 2, 1986, a baby was delivered in-flight aboard a Falcon at 12,000 feet during a medevac from Alpena to Traverse City, MI.

With a maximum air speed of 380 knots, it is the only operational jet aircraft in the CG inventory.



AET Spencer Vance Peruses the Patches from various HU-25 Units at ATC.



ATC Mobile CO, Ptero CAPT Tom Maine, Aviator 2838, Addresses the Audience.



The CG also held an HU-25 retirement ceremony on Friday, May 25 at Aviation Training Center, Mobile, AL.



ATC CO Tom Maine proffered the following HU-25 facts:

9 are currently in service today at ALC, Cape Cod, Corpus Christi, and Mobile. The last HU-25 will retire from Corpus Christi in 2014.

Completed 500,000 flight hours 3/31/12. 7 Aircraft are in storage at Davis Monthan, 2 at CGAS Sacramento, 1 at CGAS Cape Cod, 1 at ATC Mobile, & 4 at ALC/ATTC.

3 have been sold to MIT Lincoln Labs and operate out of Hanscom Field, MA.

2 have been sold to NASA and operate out of Langley, VA.

11 have been destroyed; of those destroyed, 2 are part of an artificial reef off the coast of NC, Outer Banks.

Longest flight time for a single sortie:

6.1 hrs by LCDR Roger Bowers.

Longest distance on a single sortie:

San Diego to Cape Cod.

Most HU25 Flight Time:

LCDR Joe Manjone – 6537 flt hrs.

AirSta Kodiak HH-3F Crew Receives Award for 1988 Rescue

Photos by PO3 Jonathan Klingenberg, USCG



CCGD 17, RADM Thomas P. Ostebo, aviator 2342, gives recognition to the crew of HH-3F CGNR 1467 (CDR Joe Mattina, Jr. (L), aviator 2268, CDR Christian Broxterman, aviator 2275, AMT1 Martin Heckerman, and AT2 Claude Brown), for a 1988 rescue from the F/V Wayward Wind 115 miles SW of Kodiak, during a ceremony at Air Station Kodiak, July 19, 2012.

Each of the aircrewmembers was awarded an Air Medal for their heroic actions that resulted in two lives saved.



RADM Ostebo reads an honorable citation to HH-3F aircrewman PO1 Marty Heckerman.



Debra Neilson, one of the two survivors of the sinking F/V Wayward Wind, thanks the HH-3F crew who rescued her more than 24 years ago. She later explained that the aircrew also saved the life of her future daughter whom she was carrying at the time.



CDR Joe Mattina, Jr., aircraft commander of HH-3F 1467, receives an Air Medal from RADM Ostebo.

Mattina and his crew conducted the rescue at a time before rescue swimmers at Air Station Kodiak and executed some very challenging maneuvers in 15-foot seas, 40 mph winds and blowing snow during the rescue.



Three Awards Added to CGAA 'Roll of Valor'

We have three new awards posted on our Roll of Valor. Each of these awards describe incredible skill and dedication and it is an honor to have these awards submitted to be share with the world.

All of the 595 awards that have been submitted to the Coast Guard Aviation Association can be found on our Roll of V a l o r <http://uscgaviationhistory.aoptero.org/coldfusion/medals0.cfm>.

DFC Ptero John H. Powers, III, Aviator 1416: Lieutenant POWERS is cited for extraordinary achievement while participating in aerial fight on the night of 19 to 20 February 1974 as pilot of Coast Guard HH-3F 1484 helicopter engaged in the successful evacuation of a critically ill seaman from the merchant vessel GALVESTON, located 136 miles southwest of Annette, Alaska...to read the entire citation click on the link: http://uscgaviationhistory.aoptero.org/coldfusion/medals/citation_powers_john_h_dfc.pdf.

DFC ASM2 Joseph F. Rock: Petty Officer ROCK is cited for extraordinary heroism while participating in aerial flight on the night of 28 and 29 December 1988 while serving as Rescue Swimmer aboard Coast Guard HH-3F helicopter 1472 engaged in the perilous rescue of two crewmembers from the M/V LLOYD BERMUDA which foundered and capsized 215 nautical miles south of Cape Cod, Massachusetts...to read the entire citation click on the link: http://uscgaviationhistory.aoptero.org/coldfusion/medals/citation_rock_joseph_f_dfc.pdf.

MSM Ptero AST1 David A. Gray, P-3132: Petty Officer GRAY is cited for meritorious service in the performance of duty while serving as a rescue swimmer aboard several Coast Guard HH-60 and HH-65 helicopters during Operation KATRINA LIFE SAVER in metropolitan New Orleans from 01 through 08 September 2006...to read the entire citation click on the link: http://uscgaviationhistory.aoptero.org/coldfusion/medals/citation_gray_david_a_msm.pdf.

[See related story on P. 19...Ed]



Some Very Insightful Aviatorisms

Submitted by Ptero Hugh O'Doherty, Aviator 1732

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins? Death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers and helicopters- (in that order) need two.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural [See Aviatorisms on P. 21]

CGAS Astoria: MH-60T Equipped & Ready as Ever!



From CO Ptero Bruce Jones, aviator 2407: Those seeking some of the most challenging training and operational conditions the CG offers need look no further than the mouth of the Columbia River, whose world-renowned bar and adjoining waters have long been known as the Graveyard of the Pacific. The north (Washington) side of the river is home to Station Cape Disappointment and the National Motor Lifeboat School; the south (Oregon) side is home to Sector Columbia River/Air Station Astoria, Advanced Helicopter Rescue School, CGCs ALERT, STEADFAST and FIR, ANT Astoria and ESD Tongue Point.

Group/AirSta Astoria was absorbed into the new Sector Columbia River in August 2010. The reorganization ensures that operational command for the entire region rests within sight of the Columbia River Bar and gateway to the \$20 billion Columbia/Snake/Willamette River maritime system. The Sector Commander/Air Station CO also serves as Captain of the Port, Federal On Scene Coordinator, Federal Maritime Security Coordinator and Officer in Charge of Marine Inspection for Oregon, Southern Washington and Idaho, and shares Search and Rescue Mission Coordinator responsibilities with Group/Air Sta North Bend, OR.

While no longer a stand-alone unit, Coast Guard Air Station Astoria lives on and proudly continues the tradition of daring lifesaving missions in the worst weather the Pacific Northwest has to offer, as it has since 1964. – CAPT Bruce Jones – P.S. former CGAS Astoria aircrew, look for our 50th anniversary celebration in 2014!

From LT John Anderson, avia-

tor 3956, CGAS Astoria: To some of you, news about the MH-60T capabilities and modernized glass cockpit are old hat; but for those of us serving at AirSta Astoria the NEW aircraft smell is just beginning to wear off. Initially the thought of flying with five Multi Function Displays (MFDs), capable of displaying an apparently endless combination of flight and system instrumentation, navigation & flight performance data pages, communication frequencies, and color radar, just to name a few, seemed daunting. Not to mention the three axis flight director and roll coupler. A little operational experience, however, rapidly taught us the valuable benefits of how the new fancy tools could help us while responding to the unknown.

For example, we often respond to late night cases east of Astoria along the Columbia River. On a clear night the rising terrain, high tension power lines, and bridge hazards are enough to put an experienced aircrew on edge. Then add high winds, low ceilings and limited visibility to the situation and you may find yourself flying a 30 degree crab at 70 KIAS focusing on your track over the ground wishing you were back in the bunk room. But, flying the MH-60T, you can enter the Columbia River flight plan with flight director cues, roll coupler, airspeed and altitude hold engaged, and your work load is significantly reduced. You can now completely focus on gathering the essential information to efficiently complete the mission while keeping your mind ahead of the aircraft and the "bars" centered.

Another recent mission showcased the reliability of the MH60T superb fuel and performance planning calculations, as well as the inland mountain SAR we often respond to here in the Pacific Northwest. On 22 July 2012, CGNR 6013 was returning to base, having just completed a successful vertical surface rescue at Cape Kiwanda OR, when they were diverted for the report of a fallen hiker at 6000 FT MSL near Tatoosh Lake on the south face of Mt. Rainer. After refueling at Astoria and picking up a second Rescue Swimmer and essential mountaineering gear, they departed for scene. While enroute they landed at Packwood WA, Airport to pick

up a local rescue volunteer and utilized the improved fuel and performance planning capabilities of the MH-60T to determine a fuel dump would be necessary to reach an adequate power margin on scene. Following an uneventful fuel dump, a safe hover was established at 150 FT AGL to deploy both Rescue Swimmers and recover an uninjured survivor and dog. Approaching bingo fuel and crew bag limits, CGNR 6013 departed scene and landed to remain over night in Olympia, WA. While the Rescue Swimmers cautiously navigated a multi-pitched snow and rock covered slope, in the dark, to locate and assist the survivor, a second helo, CGNR 6035, arrived on scene. While waiting for patient repositioning, they efficiently utilized the MH-60T fuel and performance planning and resourcefully landed in a suitable location for 45 minutes to conserve fuel while remaining close to the scene. This critical decision provided them enough fuel to safely complete the 170 FT litter hoist and Rescue Swimmer recoveries and deliver the survivor to Olympia without having to unnecessarily rush.



AMT3 James Rizer skillfully executing the 170FT litter hoist at 6,000MSL on Mt. Rainer's south slope.

Another significant mission capability improvement includes the permanently mounted FLIR with thermal imaging as well as built-in daylight and low light cameras. Imaging and camera control functions are commanded through either the pilot or aircrew joystick controllers and may be displayed on any of the five cockpit MFD's and the cabin MFD. Our aircrew members have again established themselves as expert operators, as demonstrated during a summer SAR case.

[See Astoria on P. 20]



"Captain's" Spirit: The Birth of Coast Guard Aviation

By Ptero Tom Beard, Aviator 1104 /Re-printed with author's and 'FOUNDATION's' permission...Ed/

A most improbable man in serendipitous circumstances planted and nurtured the seeds leading to the beginnings of Coast Guard aviation.

Early exhibition balloonists in the past century frequently referred to themselves as "Captain" or "Professor." Press accounts furthered this inapt practice by repeating or conferring the bogus appellations when reporting on adventurers' balloon ascensions. Airship operators perpetuated the practice into early twentieth century by continuing to accept the designation in their titles. So it was expected that any reference to Thomas S. Baldwin always included his title "Captain," though he had no rank designation from any authority or military service, except late in his life when he accepted a commission as a Major in the Army for special work on balloons in World War I.

Baldwin was born in 1854 and orphaned at about the age of twelve. He then quit school with only a sixth grade education. As a boy, young Thomas worked as lamplighter and newspaper hawker. He exhibited a natural gregariousness, which worked well when combined with a stunning athletic ability. He used both talents to command the attention of anyone. Exploiting these endowments, Baldwin joined the circus at the age of fifteen as tightrope walker and aerialist.

Baldwin's long career as a balloonist began in 1879 when he joined the W.W. Cole Circus, which at the time used a large hot-air balloon as a novel, free attraction to entice people to the show. Newly hired acrobats' first job was to sit on a trapeze suspended beneath the tethered balloon in an apparent daring feat, perched high above the crowds. Baldwin elevated his new job to high-pitched excitement for the wondrous up-lifted faces. This lofty seat above the awestruck congregation encouraged the energetic lad to perform acrobatics from the trapeze bar. There was no safety net. This act became a regular feature of Baldwin's. Always looking for more daring feats, he did several slack wire walks between San Francisco's Seal Rocks and Cliff House in 1885 equaling the thrill and dangers

exhibited in Blondin's walk over the Niagara River gorge a quarter century earlier. But it was his experience with the balloon that continued to capture Baldwin's attention.

Reaching for the ultimate crowd pleaser, Baldwin purchased an untried linen parachute. To assure himself that it might work, he tossed it from a balloon using sandbags to duplicate his weight. It did work. So on 30 January 1887, Baldwin executed his first parachute jump from balloon at thousand feet above a public exhibition in San Francisco. This feat and several successful jumps following eventually led to him to travel in Europe demonstrating this unusual and most daring of exploits. His fame and reputation spread bringing him medals, honors and international renown. Baldwin was principally responsible for introducing and proving the parachute to the Europeans. Furthermore, his success helped stimulate a burgeoning interest in aeronautics throughout the continent. He expanded his tour to Australia and New Zealand where he performed the first ever witnessed parachuting acts in these countries.

As the aerial gymnast aged into the new century and no longer an active aerial acrobat, his attention turned more to the object that elevated him above the adulating crowds. Baldwin became a developer and builder of balloons and an airship experimenter. It was when he learned of a lightweight gasoline-powered engine built by Glen L. Curtiss for Curtiss' new aeroplanes did Baldwin find the answer for the maneuvering possibilities of his planned airships. He contacted Curtiss and as they shared ideas in the new field of aviation, a lifetime bond and friendship grew between the two dynamic men.

Baldwin's new airship building company in the early part of the new century gained the attention of the US Navy and it received a contract to build airships for the Navy. The complexities of the Navy's demands finally forced Baldwin out of business and about 1914, the now sixty year old ex-circus performer was broke and out of work. He no longer had the means to attract the

adulating followers. Curtiss, learning of the Captain's fate, offered him a job. It was not an offer out of sympathy for the ex-exhibitionist, but for Curtiss' respect of Baldwin's abilities as a promoter and the elder's overwhelming enthusiasm for aviation. It was probably Baldwin's abilities to charm and influence, which captured Curtiss' attention most. Flamboyancy shown by the daring performers in the infancy of aviation was perhaps the single most essential characteristic that sold such a difficult idea as man in flight. Baldwin had that ability to captivate one or a thousand at a time and the experience to command respect.

The Curtiss Exhibition Company decided in 1915 to centralize its widespread training program. The new war in Europe and the sudden need for trained aviators called for a large facility to instruct Canadian and American volunteers joining the Allied cause in Europe. Furthermore, civilians were just beginning to take an active interest in aviation and were seeking flight instruction.

Baldwin found a new airfield, consolidating the Curtiss enterprises, at Newport News, VA. The Municipal Industrial Commission of Newport News lured the Captain by offering him a \$1 lease price for the city's land required for the air school. Baldwin accepted and opened the Curtiss' Atlantic Coast Aeronautical Station on 24 December 1915. The cost for flight instruction, given by the Curtiss Company, was \$1.00 per minute. The flight course took 400 minutes to teach a student to fly a land-based aeroplane. Seaplane instruction was charged the same rate. However, a combined course for the two aircraft types was \$600. Flights were short. Instructors taught from six to ten students and averaged about ten flights daily.

The Atlantic Coast Aeronautical Station trained many fledgling aviators during the spring of 1916, when the threat of war seemed likely between the US and Mexico. The Aero Club of America created a National Airplane Fund to send National Guard officers, two from each state, to Newport News for pilot training. Shortly, relations between the two countries improved and

the program stopped in September.

US entry into the war in Europe now seemed imminent. Therefore, a new agreement contracted with the Newport News flying school by the U.S. government provided for the training of men from the Signal Enlisted Reserve Corps, men who enlisted at the rank of Sergeant specifically for flight training. The government contracted at the standard price of \$1.00 per minute but required six hundred minutes of dual instruction plus an additional two hundred minutes of solo flying time for each student.

Forever the showman and promoter even at the Newport News Aeronautical Station, Captain Baldwin involved himself in a new art form for public exposure. He made a motion picture. Naturally, he was the hero in a one-reel drama entitled "Via Aeroplane." His display of "histrionic artistry" was reported to be "magnificent" and as the consummate salesman, the film showed the Curtiss School to full advantage.

All these aerial activities at Newport News were under constant observation by the crew of CG Cutter *Onondaga* berthed nearby the Curtiss flying school. Among the officers aboard were the twenty-eight year-olds Third Lieutenant Elmer Stone and Second Lieutenant Norman Hall. The novelty of all the aeroplanes flying in the immediate vicinity quite likely piqued the young officers' interest. So, it was not long before curiosity led the two to meet the effusive "Captain" Baldwin; to be captivated by over a third of a century of aerial exploits narrated by this old air warrior. Immediate visions of the capabilities of the aircraft for use in the CG came from meetings with the charismatic gentleman. Magic of the new air age captured the two young officers. Stone and Hall's enthusiasm bolstered by Baldwin's exuberance drew their CO, CAPT Benjamin M. Chiswell into the triumvirate.

Baldwin, the entrepreneur, and aeroplane salesman, offered the loan of a Curtiss "F" flying boat to the young officers for tests to see if it were capable of aerial searching and other tasks useful to the CG. Among the missions for Cutter *Onondaga* at the time was looking for derelict vessels along the Atlantic coast. This was the dying days of the old wooden sailing schooners plying the coastal trade routes. Many were breaking up along the shores and the CG cut-

ters patrolled for these wrecks and possible survivors. It was a time—before the radio—of signal flags and visual observations. An aeroplane might, they speculated, be a good spotter and a rescue device.

Thus it was that CG aviation started aboard CG Cutter *Onondaga* early in 1916. Attending a meeting in the wardroom at the invitation of Chiswell were Glenn L. Curtiss, President of the Curtiss Aeroplane and Motor Company and Assistant Secretary of the Treasury Byron R. Newton. Chiswell, with Stone and Hall offered their plans for a type of aircraft that the CG would require. They first considered building discardable wings attached to a standard lifeboat. They postulated the flying lifeboat would fly over the surf on wings, which would be detached and cast off after landing alongside a distressed ship. The remaining hull would motor to port as a lifeboat with survivors leaving the stick and fabric wings behind. The plan was not feasible from an engineering standpoint. Lifeboats were heavy and engine horsepower at the time was low. The group finally decided on the development of a small flying lifeboat built with three wings and without the CG's boat hull. It was designated the BT-3 powered by a Curtiss 200 horsepower engine mounted on the mid-wing driving two, four-bladed propellers.

On 21 March 1916, Lieutenant Junior Grade, R.G. Thomas, USN, Navy Hydrographic Office Norfolk, VA—after observing Baldwin and Stone's aeroplane experiments—informed the Navy Department of these activities and received the following letter from the Secretary of the Navy:

Subject: Training in aviation for officers of the Coast Guard Service.

1. It is gathered from your letter that you are in touch with officers of the Coast Guard Service who contemplate taking training in aviation. You are authorized to inform such officers that if the Captain Commandant of the Coast Guard Service will make a request on the Navy Department for an opportunity for the training of his officers, the Department will be very glad to add two CG Officers to the class at Pensacola. A new class will be formed April 1st, and it would be advantageous if these requests should be received in time for the officers to take up the course on that date.

S/ Josephus Daniels.

The opportunity for an aviation career for Stone and a prospect for the CG to enter aviation was just nine days away from the date this letter was written.

On the same day, 21 March 1916, Chiswell received the following letter from Coast Guard Captain Commandant, E.P. Bertholf in response to an earlier request by Stone for aviation duty. It gives a reply, based on economics in money and manpower that still seems familiar today:

Sir:

Referring to orders of this date assigning Third Lieutenant E. F. Stone to duty in connection with aviation, copy attached, it is suggested that whenever experiments are to be made by that officer involving the cooperation of aircraft with Coast Guard cutters, you confer with him and arrange to have him act in conjunction with the ONONDAGA.

It is understood that these experiments will not interfere with the regular duties of the ONONDAGA and that the Government will be put to no extra expense thereby.

Respectfully,

s/ E.P. Bertholf,

Captain Commandant.

Two days later Thomas showed Chiswell and Stone the letter he received from Secretary Daniels that encouraged the assignment of two officers of the CG to flight training. Stone immediately sent in a new application with Chiswell's firm endorsement stating that,

"If Lieut. Stone could be detailed to the Navy Aviation School at Pensacola in this class to be formed April 1st he could in a short time obtain a pilot's license and be well grounded for taking up the work outlined in Captain Baldwin's offer. I believe it would not be many months before we might be able to conduct some very interesting and valuable experiments here without cost to the Government."

Bertholf approved this request immediately, and Stone and Second Lieutenant of Engineers Charles E. Sugden arrived in Pensacola within the week just in time to start the 1 April class. Second Lieutenant Norman B. Hall received orders to the Curtiss plant in Hammondsport, New York for technical instruction in aeronautics.

CG aviation began with an unusual influence from a circus performer, balloonist and dreamer plying his

[See 'Captain's Spirit' on P 23]

HU-16E CGNR 7250 Restoration Completed

By Ptero Dave Throop, Aviator 2709A. AirSta Cape Cod CO
[See P. 24 of Pterogram 2-11 for related story...Ed]

AMTC Will Green of CGAS Cape Cod headed up a team of volunteers who worked hundreds of off-duty hours to restore HU-16E 7250 to near-perfect original condition.



The aircraft, retired from active service at the airstar and placed on display in the 80s, had battled seasonal weather on Cape Cod for over 25 years. Remnants of a past hurricane had battered 7250 and caused significant damage. The aircraft's paint and insignia had weathered poorly, resulting in significant corrosion. Rodents, insects and other creatures had made their homes inside the fuselage. Chief Green and AMT1 Gary Billburg supervised the removal of paint and corrosion in an environmentally-sound manner and set about replacing fabric control surfaces (like the rudder) with more durable sheet metal.



Salvageable outdated avionics material was donated to the CG Heritage Mu-

seum in Barnstable. Damaged landing gear replacement parts were obtained from Aerospace Maintenance and Regeneration Center (AMARC), Tucson, AZ and new tires were mounted.



The aircraft was towed back to its place of honor at CGAS Cape Cod's front entrance on 20 Aug 2012.

CAPT Dave Throop, air station CO, presided at the 7250 rededication ceremony and at Chief Green's retirement from the CG on September 7th, 2012, where the HU-16 restoration project was highlighted as a testament to the leadership, dedication, and commitment to excellence of Chief Green and his team.



Homemade Model 'Goat' Takes to the Air

By Ptero Ray Copin, Aviator 744



Richard Weaver, VP of the Lake Sawyer Hawks and a Boeing retiree, spent 18 months building an HU-16E remote-controlled model from scaled down drawings and flies it on Lake Washington every Thursday, weather



permitting. He plans to install non-retractable landing gear in the future.



Richard Weaver (L) and his friend Dennis Sivak lift out their baby 'Goat.'

Proceedings of the 36th Annual Ptero Roost, 11-14 October 2012

By Ptero Steve Goldhammer, aviator 1207, with contributions from Ptero Ray Copin, aviator 744.



About 172 Pteros and their significant others began gathering at Sacramento's Lion's Gate Hotel on 10/11/12 for Roost 2012.



For Ptero George Seaman, aviator 732, and his wife, Fay, it was their 25th roost. George and Fay attended the first roost in 1977 in San Diego, along with 2012 Roost attendees Ptero Vic Primeaux, aviator 1508, Ptero Art Perry, aviator 500, and Ptero Frank Shelley, aviator 633. George was also the MC of the 1978 roost. The hospitality suite was quickly up and running and the libations and sea stories flowed freely.



On Friday morning, 30 of us embarked on a tour of the Empire Gold Mine and

Naggiar Vineyards led by Ptero Jerry Mohlenbrok, aviator 951. One of the highlights was passing by the town of Newcastle, population 6,102, Jerry and Gail's abode. If you happened to blink, you missed it. Traffic was so light that we arrived a half hour before the mine opened! So, we had time to tour around Grass Valley and patronize the local McDonald's.



Our docent gave us a thorough history of the mine and the mining process. After the mined ore was reduced to the size of chicken eggs, it was then pulverized by 'stamps' in the Stamp House. Each stamp weighed 1,750# and operated 2x/second. 18 cords of wood were burned/day during the process. The stamps were driven by a Pelton water wheel. The noise could be heard three miles away.



The only time the nearby residents couldn't sleep was when the stamps were shut down. The mine was 4,600



feet long at an angle of 30°.



The Bourn family, who owned the mine, had a palatial 'cottage' built on the grounds. It was only used about three weeks a year since Mrs. Bourn couldn't tolerate the noise from the stamps. The price of gold was \$20.67/ounce in 1850 and now it's \$1,740. Wow!

The vineyard was started by Mike and Diane Naggiar in 1997. They grow 17 types of grapes on 60 acres and produce 21 varieties of wine. The grape growing process takes three years.



Roost Host Ptero Steve (aviator 2152) and Roxanne Delikat enjoyed the winery tour.

We tasted six varieties of wine with appropriate appetizers at the vineyard. After the wine tour, the mellow bus ride back was highlighted by the showing of the 10/29/11 C-130 1705 memorial ser-

vice video filmed by Ptero Primeaux.



Reception Attendees belly up to the bar for their 'truth serum.'

Everyone enjoyed the delicious food at the Friday night reception. We were honored by the presence of Mrs. Pat Thometz, spouse of deceased AOP co-founder George Thometz, aviator 530, and her grandson, Michael Thometz. [See P. 1] Michael is a First Class USN air traffic controller, private pilot, and CAP member who flew into Sacramento in a T-34B 'Mentor.'



Ptero 'Pop' Shelley (2nd R), aviator 633, chats with awardees Ptero Matt Breckel (L), Lawrence Peranto, and Josh Harris at the reception.

Saturday was a beautiful day for playing golf and sightseeing. Twelve intrepid Pteros played golf in four threesomes.



The winners were Pteros Mitch Morris (L), aviator 3014, Mike Eagle, aviator 2838, and Prez Steve Reynolds, avia-

tor 2863. They each won a \$35 gift certificate to Golf Galaxy.



The Air Station and the Aerospace Museum of California were open for visitors.



Among the many aircraft on display outside the museum was a T-28B like the one many of us flew in flight training and also HU-16E CGNR 7209 whose interior was open for viewing. What an exhilarating step back in time that was for former 'Goat' pilots and aircrewmen!



Ptero Steve, aviator 1207, and Marilyn Goldhammer going through the 'Before Starting Engines' checklist in 7209.

Also at the museum, there were lectures and book signings by Ptero Doug Kroll,



P-3160, on his book, 'The Perfect Flood' about dramatic CG helo rescues during the 1955 Yuba City, CA flood and Ptero Bob Workman, aviator 914, on his book 'Float Planes and Flying Boats' about the early days of CG aviation.



On Saturday afternoon, several of us enjoyed a fine 'not your normal country' Bluegrass Concert by Ptero Fred Kent, aviator 1374, his wife, Cheryll, and the other members of their band 'Hickory Wind' in the gold rush era town of Placerville.



At the banquet cocktail hour, Ptero Dave Spracklen, aviator 2387, mentioned that Honorary Ptero Sergei Sikorsky was unable to attend the roost because he had just returned from a trip to Russia where his father, Igor's, birthplace was being preserved as a historical site and he was assisting in that process. Airsta Sacramento CO Ptero Mike Eagle welcomed all of the banquet attendees and led the Pledge of Allegiance. His daughter, Emily, then gave a stirring rendition of the National Anthem. Mike then introduced Ptero Prez Reynolds, the second best Falcon pilot he knows. Steve praised the roost committee for their outstanding efforts and introduced the attending AOP members and some special guests: Ptero RDML Mark Butt, aviator 2397, Assistant Commandant for Capability (CG-7) (last minute sub for Ancient Al VADM John Currier, aviator 1877), Enlisted Ancient Al Pete Mac-

Dougall, P-2900, and his wife Christina, C-130 1705 memorial designer Doug Van Houten, Janice Shelby from Turbomecca, and Ptero RADM Jim Van Sice, aviator 1777, representing EADS. Steve then gave the mic back to Mike, the best looking Air Station CO he knows. Mike then recognized the attending CG Active Duty members.

Ptero Ray Copin, aviator 744, mentioned an idea that Ptero Dick Green, aviator 828, had to recognize the variances in aviator numbers and years since designation among the audience.



The attendees who were about 1,000 numbers apart were Frank Shelley, Av 633, winged in 1952 and Hank Schaeffer, Av 1637, winged in 1974; 22 years between wings.



Art Perry, Av 500, winged in 1947 and Sidney Sansom, Av 2509, winged in 1986, 2000 apart (2509), 39 years between wings.



Jim Dillian, Av 536, winged in 1950 and Matt Botnen, Av 3535, winged in 2001, 3000 apart (2999), 51 years between wings.



Warren Mitchell, Av 243, winged in 1947 and Flt. Safety Award Recipient LT Terry Herdliska, Av 4218, winged in 2009, 4000 apart (3975), 62 years between wings.

Prez Reynolds then mentioned the names of the four founding Pteros: Gus Shrode, George Thometz, Andy Wall, and Norm Horton. There were 58 male aviators at the first roost in 11/77 in San Diego. Some Ptero spouses also were at the first roost and had a separate meeting at the Thometz house. The spouses decided that future banquets should be with spouses. Their husbands had also decided the same thing at their gathering. Steve then introduced Pat Thometz and her grandson, Michael. Pat said she still doesn't like airplanes and flying, but loves the CG, and she wished all the Pteros good luck, including the wives.

Prez Steve also mentioned more Ptero history at the California Aerospace Museum. The C-130 CGNR 1452 model created by Ptero Bob Workman, is on display there. Also at the museum is a 1943 Willys Jeep restored by ASM2 Buck Parham who willed it to the CGAA upon his recent passing. Ptero Cecil Loter, aviator 1249, picked it up with his trailer in Ogden, Utah and brought it to the museum. He gets credit



for a successful SAR case with one Jeep saved for his log book.

The annual CGAA awards were presented. The Chief Oliver F. Berry Aviation Maintenance Award went to AMT1 Lawrence Peranto from AirSta Kodiak for his exceptional leadership, superb technical expertise, and professionalism.



AMT1 Peranto receives his award from RDML Butt as Ptero Prez Reynolds & Enlisted Ancient Al MacDougall look on.

The CAPT Marion 'Gus' Shrode Flight Safety Award went to Ptero LT Kelley Deutermann, aviator 3911, and LT Terrance Herdliska, aviator 4218, from AirSta Humboldt Bay for their efforts to re-invigorate and expand the unit's safety posture.



LTs Deutermann and Herdliska display their awards as Prez Reynolds, RDML Butt, CDR Morrison, and Ancient Al MacDougall observe.

The CDR Elmer F. Stone FW Award was presented to the crew of C-130 CGNR 1790 from AirSta Kodiak whose actions were critical to the successful rescue of 11 people: LCDR Mike Benson, aviator 3732, (STAN Team), LT Israel Young, aviator 3821, LT Jeanine Menze, aviator 3746, AMTC Paul Henning, AET1 Roderick Hanson, AMT1 Jared Morrison, AET3 Dane Butler, and AET3 Clark Patterson. CG 1790 launched during the pre-dawn hours to provide support to H-60 6005, which launched from Kodiak to rescue the crew of the F/V Kimberly. CG 1790 arrived on scene, established radio communications after COMMSTA Kodiak

lost contact with CG 6005, and entered an orbit while combating winds ranging from 80 to over 100 kts. The high winds close to the terrain generated heavy localized turbulence and caused uncommanded climbs and descents in excess of 200 feet, forcing both pilots to work to control the aircraft. After the first H-60 was unable to hoist the survivors, CG 1790 remained on station acting as on scene commander. After a second H-60 arrived, CG 1790 handled all communications with Sector Anchorage, three H-60s, and a second C-130.



AMT2 Harris and LCDR Breckel accept their awards on behalf of the H-60 6010 crew from RDML Butt.



LT Menze accepts her award on behalf of the C-130 1790 crew from RDML Butt and CAPT Doug Nash (CG-711).

The CAPT Frank A. Erickson RW Award was earned by the crew of H-60 CGNR 6010 whose actions saved seven lives: Ptero LCDR Matthew Breckel, aviator 3784, LT John Filipowicz, aviator 3887, AMT2 Joshua Harris, and AST2 Steven Fischer. Encountering icing conditions throughout their transit, CG 6010 arrived on scene to find that the F/V Heritage had sunk and the crew had abandoned ship. Five members made it onto a life raft and two others were floating in their survival suits. With ice accumulating on the helo, battling 60 kt. Winds and 25 foot seas, the crew expertly positioned CG 6010 in a hover over the survivors. Despite the challenging conditions, CG 6010 continued hoisting in the sub-freezing conditions, recovering two survivors. With five survivors still in the life raft, CG 6010 was able to locate a Good Samaritan F/V to recover them. The crew's superlative aeronautical abilities, initiative, bravery, and teamwork were evident throughout the mission. It was AMT2 Harris' first SAR case.

Unfortunately, the OPTEMPO at AirSta Kodiak prevented many of the

awardees from attending the roost. AirSta Kodiak XO Ptero CDR Todd Lightle, aviator 3329, thanked the CGAA for recognizing AirSta Kodiak with such prestigious awards.

RDML Butt remarked that the Aviation Safety Assessment Action Plan findings are being applied. He lauded the quality of CG personnel. He said there are stormy seas ahead for the CG budget; there aren't enough funds for spare parts for new CG aircraft. He said the 2012 expedition to the Greenland ice cap revealed some promising areas of interest that require further investigation in 2013. CG-711 remains fully engaged with the Joint POW/MIA Accounting Command, (JPAC) and is steadfastly committed to pinpointing the location of the CG J2F "Duck" lost in 1942 and the recovery of our fallen shipmates.

Ptero Eagle thanked RDML Butt for being a role model for aspiring CG personnel and acknowledged the hard work of the roost committee. He said the flight is complete, the chocks are in place, and the hospitality suite is open. The banquet secured at 2105, possibly a new record for brevity.



CAPT Nash (L), CDR Morrison, Prez Reynolds, Treasurer Stoppe, and Communications VP Gamble at Business Meeting.

Sunday's sparsely attended business meeting (only about 35 members) opened with the Pledge of Allegiance and the Invocation by Ptero Primeaux.

Then Ptero Copin read the 'Airman's Prayer' and the Departed Members list.

Ptero CAPT Doug Nash, aviator 2862, (CG-711) then presented the state of CG aviation. This was his first week as CG-711. He said Ptero CAPT Roger Coursey, aviator 1619, started him off in Houston when he only had one stripe. He reported that the CG has 99 of 102 allowed H-65s and is seeking funds for three more. Some may be available from the Maryland State Police. There are currently 14 C-144s. There are 11 HU-25s still in service and all will be retired by the end of FY14. There are three C-130Js under contract. The C-130H wing boxes are being replaced. R&D is conducting Unmanned Aerial Systems mission studies and pursuing a small UAS for the National Security Cutters. DHS has approved the Mission Needs Statement and the demo has been completed. UAVs are flown by pilots who have to maintain their instrument qualification in their current aircraft. They get flight pay. The budget for aviation is bad this year and will be worse next year. There may be a reduction of FW personnel and there may be no FW B-0 aircraft except at Kodiak. Congress has told the AF to keep their C-27Js and the CG to stop pursuing them. The opportunity may arise again.

CDR Morrison (CG-1131) briefed us on the status of CG aviation safety. He said aviation safety wants to get proactive to implement programs and processes to look ahead. They want to establish a culture of aviation leadership. He thanked the CGAA for the foundations of that and said he's proud to be part of the legacy of aviation leadership. He wants to breed healthy accountability when doing the king's business, promote competence and excellence, care for our crew, create process improvements, and train and equip FSOs at units to be leaders. There are plans to update the Safety Manual. The last update was in 1990. He wants to improve the post-mishap process and has Ptero Glenn Gately, aviator 1939, on a working group for that. There are about 14 mishap investigations (including cutters) making slow progress. A pre-flight risk management tool is being created. He wants to build a community of researchers in CG aviation. Veteran Pteros are welcome to get involved. He's working to mitigate errors and hazards to avoid mishaps.

VADM Currier is very interested in the progress of the Mishap Accountability Working Group. Safety doesn't point fingers or attribute blame in mishap investigations. He has nothing to do with UCMJ hearings. He strives for leadership that results in accountability. The timing of investigations is being examined. CG leadership is aware that we want to get this right in moving ahead. CAPT Nash said the processes are in place to protect the individuals; sometimes the timing of them is not the best. CDR Morrison said the Final Action Memorandum is intended, by design, to give the public a view of what happened. It's available through FOIA. Improvement of the process is underway to standardize it and get it right in the future.

Regarding the 100th anniversary of CG aviation celebration, Prez Emeritus Smith said the plan is to create a traveling exhibit to start in DC on Elmer Stone's birthday in 2016.

Regarding the Phoenix Project, Ptero RADM Bob Johanson, aviator 869, said the project lives on and fundraising continues. Paperwork has been completed so that transfer of the H-52 to the Smithsonian Institute doesn't have to go through GSA. The 2011 engineering assessment concluded that there was no best airframe candidate available among the four at ALC, but identified many useful components. The CG may trade other aviation assets for an H-52. Alternative airframes are being investigated, possibly the 1426 at Van Nuys, CA airport technical school, the 1403 at Palmer, AK, and the 1388 at Orange County, CA Community College. Many volunteers are needed to help with the overhaul. We need an on-site project manager at ALC. Ptero Workman mentioned that is transferring all of the royalties from his current and future book sales for restoration of CG aircraft. Ptero Primeaux said there's an H-52 at a military museum in Omaha, NE that may be a candidate. Ptero Johanson said the finished product must be museum ready, but not flight capable. Its condition must be at least 97% authentic in its last configuration.

Prez Reynolds reported that the Museum of the Albemarle wants to rotate its CG exhibit out. The CG historians are involved in finding suitable locations. He also said that CGHQ is planning a book signing and lecture about Ptero Workman's book.

Enlisted Ancient Al Ptero MacDougall reported that he is now the H-60 lead at AirSta Kodiak. The 'CG Alaska' film crew is embedded with the Kodiak crews. They hang out at a picnic table on the H-60 hangar deck. Showing 'real life' situations is great PR for the CG. New technology is very useful in mishap investigations, but it crosses boundaries in processes and could have negative impacts.

Treasurer Ptero Ben Stoppe, aviator 1646, reported that we're in pretty decent shape, but some corporate sponsor contributions are lagging. Sikorsky recently gave a very generous donation. The CGAA has supported many CG events and associations this year. He made a motion that, budget willing, we donate \$5K to the CG Foundation for the H-60 6017 memorial. It was seconded and approved. He said our net worth is about \$275K. About \$31K of that is potential sponsor donations for this year. A new CGAA challenge coin is in the works. He mentioned the Petty Cash fund contents; it was too long to read. Ptero Doug Bogle, aviator 2129, verified that the lock washer is still accounted for.

Regarding the CGAA website, Ptero Gary Gamble, aviator 1826, said it's been converted to a 'mobile app.' Data is being migrated from MS Access. Ptero Dave Riley, P-3251, is working on that. The CGAA is going onto Facebook to get younger people involved. Pterograms are on line on the CGAA website. Continuation of printing a hard copy of the Pterogram is under discussion. Prez Reynolds said he is looking for feedback from members about hard copy vs. electronic distribution. Ptero Workman said hard copy is good to give to high schools and other potential recruits. It's a great marketing tool. Ptero Copin suggested publication of the Pterogram in e-Book format so people could flip through the pages on line. He suggested a survey of the membership through the Pterogram to see who prefers hard copy or electronic. Ptero Tom Rich, P-2596, said there are 1,075 names on the email list for AllPtero messages. Ptero Hank Schaeffer, aviator 1637, said about 10% of members don't have email addresses or have multiple addresses. Ptero Rich said lack of a hard copy

prevents posting of photos of members displaying the Pterogram in exotic locales.

Ptero Schaeffer said he's looking at sources of new members and sought suggestions. Ptero Rich suggested giving honorary memberships to retiring aviators.

Prez Reynolds asked for volunteers, especially those with a weak will, for vacant CGAA VP jobs.

Ptero Jay Crouthers, aviator 1360, said the Command is willing but there aren't many retirees in the Houston area to fill out a roost committee. Discussions during the roost resulted in Washington, DC being proposed for the 2013 roost, even though it's inside that vortex that sucks your brains out. The proposal was seconded. Ptero Copin reminded everyone that planning for that needs to start now. Ptero Rich said Ptero VADM Vivien Crea, aviator 1820, said it would be in the last year of ADM Papp's and Ptero Currier's tenure, so DC would be appropriate. Ptero Crouthers said he is investigating having the 2014 roost in Hawaii. Ptero Stoppe said maybe we should have roosts every other year due to the committee's workload. Washington, DC was approved as the roost location for 2013. Ptero Copin said the Daedalians consider the state of the economy when deciding whether to have their conventions annually or bi-annually. He suggested having an abbreviated roost every other year. Ptero Zoran Sajovic, aviator 1371, said the roost awards need to continue on an annual basis and we need geographic rotation. Ptero Rich suggested inviting Al Roker to the DC roost and giving him an award. Ptero Mohlenbrok said we need a paid event coordinator for roosts due to the workload. Ptero Gamble heartily agreed. Ptero MacDougall said he's retiring in 2014 and invited us to roost at Kodiak to celebrate that. He introduced Ptero Mark Bigart, P-2753, Enlisted Ancient Al #6. Mark and Pete were the only Ancient Al roost attendees.

Under New Business, Prez Reynolds brought up the possible deletion of the word 'Ancient' from our title. Ptero Mohlenbrok said we changed our name to CGAA to put that in the background, so he didn't think any action was necessary. Ptero Workman said we're not just a social organization anymore, so 'CGAA' reflects that. Ptero Copin said he won't lose sleep over the result, but

the new challenge coin needs to be accurate. He said that Ptero RADM Gary Blore, aviator 1850 and former Ancient Al, agreed with his proposal to remove 'ancient' and encouraged him based on his many visits to air stations as Ancient Albatross. Prez Reynolds thanked everyone for their inputs. Prez Reynolds said, since we're not just a social organization anymore, a part-time, paid permanent 'Executive Director' position for the CGAA is being considered and he asked for comments. Ptero Workman suggested it be a retired CG aviator or Master Chief. Ptero Crouthers reiterated that we also need to fill our vacant positions. Ptero Delikat said the Director would also be the keeper of the records.

Prez Reynolds said some requests for inputs about the 100th anniversary celebration will be coming out. Ptero Savjovic suggested we have a booth at the HAI and other conventions to get more sponsors. Prez Reynolds said we sent some people to some conventions, but we didn't have any booths.

Ptero Crouthers offered kudos to the hard work of the roost committee. Ptero Delikat said it was part of being flexible as an aviator. The business meeting secured at 1146.

pending on us.



Ptero Dick Green, aviator 828 and AirSta Sacramento CO #1, and the attending AirSta Sacramento Plank Holders then assembled at the memorial. Ptero Green presented a flag to Ptero Eagle and CEA MC Kriske that was sent by MC Pete Giampetro to be retired. It was the first flag that flew over the AirSta on 5 September 1978. Ptero Eagle said it would be put in a place of honor.

Everyone then enjoyed tours of a C-130 and HU-25 and a fabulous barbecue

in the shade of the hangar courtesy of the AirSta CPO Association.



Thus ended another outstanding roost. The only disappointment was that we didn't experience an earthquake.



See y'all in D.C. next year!



Prior to the barbecue at the Air Station, CO Ptero Eagle conducted a brief ceremony of remembrance at the C-130 1705 and Marine helo V38 memorial. He thanked the CGAA for their contributions to fund the memorial. Ptero Mohlenbrok read the names of the 1705 crew and Ptero Kirk Colvin, aviator 1432 and AirSta Sacramento CO #6, read the names of the Marines. Several audience members then mentioned the names of several other CG aviators who died in the line of duty. A moment of silence was observed. Ptero Eagle then said we don't take for granted what we do for a living; it's dangerous. There are a lot of victims and people at home de-

AirSta Kodiak Honored at CG Foundation Dinner



ADM Robert Papp (Commandant) (L), CG Foundation Rep, LT Jason Evans, Ptero VADM John Currier (Vice Comdt/Ancient Albatross), AET3 Clark Patterson, AMT1 Josh McCarthy, LCDR Josh Fitzgerald, Ptero LCDR Matthew Breckel, Ptero CAPT William Deal (Ret.), LT John Filipowicz, VADM Paul Zunkunft (PAC Area Commander).

The Commandant selected members of CG Air Station Kodiak for recognition at the 32nd Annual CG Foundation "Salute to the Coast Guard" awards ceremony in New York City on 11 October 2012. Four MH-60T and two HC-130 crews from Air Station Kodiak are credited with saving six lives from the F/V KIMBERLY grounded in ice and hypothermic conditions as the results of category 3 hurricane level winds, 20-foot seas and heavy snow and seven survivors of the sinking F/V HERITAGE on 24 January 2012. The rescue extended over a fourteen hour period and involved 29 air crewmembers. Foundation President Anne P. Brengle said "The efforts of these brave and heroic individuals exemplify the dedication, in any condition, that all members of the CG are willing to take to save lives."



Sector San Diego: 75 Years of Flying

By Ptero LTJG Michael Haas, Aviator 4371



Commander Elmer F. Stone, CG Aviator # 1, served his final tour, and his final days, as the commanding officer of a Coast Guard air detachment in San Diego, CA. He died just before the commissioning of Air Station San Diego in 1937. Seventy-five years later the air station, now a part of Sector San Diego, remains on the same plot of land adjacent to San Diego International Airport. While much has changed over the past 75 years, the foresight and vision of CDR Stone is still clearly evident.

The "Air Station": In 1937 Air Station San Diego was the only unit of its kind in California. With the additions of Los Angeles, San Francisco, Humboldt Bay and Sacramento, California now holds more Coast Guard air stations than any other state. Sector San Diego was commissioned in 2004 when Activities, Marine Safety Office (MSO) and Air Station San Diego were combined.

The "SAR Alarm": The original air station search and rescue alarm was a brass bell that would alert duty crews of a search and rescue case. Today this bell remains quiet near Sector's flagpole as the SAR/LE alarm is now sounded from the sector command center- San Diego's Joint Harbor Operations Center (JHOC). The JHOC is one of the few Sector Command Centers-Joint (SCC-J) in the Coast Guard and San Diego's JHOC has been a model of inter-agency coordination for other units. Because of this, San Diego aircrews routinely work with a variety of other agencies ranging from Customs and Border Protection to the US Navy to the San Diego Lifeguards. Although no longer used, the original search and rescue bell serves as a reminder of 75 years of vigilance on the southern California coast.

The Aircraft: The original aircraft stationed in San Diego was the RD-4 Dolphin. The RD-4, a fixed wing aircraft capable of water landings, was purchased for \$60,000. Today Sector San Diego operates three MH-60Ts

worth around \$20 million each. These have upgraded navigation, communication, and avionics equipment and are projected to remain in service until 2027.

The Mission: The air detachment and air station were originally focused on search and rescue and seeking out drug smugglers along the maritime border. Today Sector San Diego carries out all of the Coast Guard's 11 statutory missions with the exception of Ice Operations. San Diego also maintains an airborne use of force and fast roping capability to support the Coast Guard's ports, waterways and coastal security (PWCS) and law enforcement (LE) missions. Sector is responsible for an area of responsibility (AOR) that includes a dynamic international border with Mexico, and a vast inland AOR covering the Colorado River system through Arizona and parts of Nevada and Utah. Counter drug and migrant operations are some of the major missions of the unit especially since maritime smuggling activities increased exponentially after the land border was tightened in recent years.

Statistics: Within the past year, Sector San Diego's force of 340 active duty, 125 reserve and 600 auxiliary members have prosecuted over 300 search and rescue cases, resulting in 127 lives saved, 2,231 lives assisted, over \$3 million in property saved and over \$18 million in property assisted. Sector's coordinated effort with other DHS agencies

led to the apprehension of over 85,000 lbs of narcotics in FY 2012.

Significant Cases: In addition to a multitude of other SAR and LE cases in 2011 and 2012, aircrews from San Diego rescued two Marine Corps aviators from their downed F/A-18, retrieved eight fishermen from the sinking F/V Osprey and conducted MEDEVACs of a crewmember on a Chinese flagged vessel 250 miles southwest of San Diego,



a severe burn victim off a container ship 30 miles west of San Diego (shown in picture), and a ship's captain approximately 400 miles off the coast of California.

The Legacy: The "air station" that CDR Stone helped create is now a dynamic Sector and aircrews in San Diego proudly celebrate 75 years of flying, searching, saving and protecting along the California coast.



Sector San Diego Pilots and Aircrewmembers

Mail Call!

This issue's mail is brought to you by
**P5M-2G CGNR 1318 piloted by
LT Marty Kaiser, Av. 753, (R) with
passenger Steve Goldhammer, 14, (row
one, L) in 1959 at AirSta St. Pete.**



2012 Roost Kudos

Roost 2012 Sacramento was an unqualified success. Everyone that I talked to this past weekend had nothing but praise for the Roost; you came through with a great roost and each and every one of you on the planning committee and everyone who helped in the hospitality room and behind the scenes did an excellent job and deserves a well earned thank you (and a day off). I'd say it's time to take a break and have a great home brew, but I think I drank all the brew while I was out there!

Thanks again and great job.

Ptero Gary Gamble, Aviator 1826

Whirled Travelers



Ptero Hank Schaeffer, aviator 1637, our Membership VP, (L) and Ptero Scott Kitchen (former CO, NorthBend), aviator 2795, at the Eurocopter training facility in Singapore on 24 Sep 2012.

Hank was a speaker at the conference and Scott is Dauphin Chief Instructor.

Seeking PH2 or PH3 Photos

I am writing in hope that you may be able to help me with a long-term project here. Efforts to find photos or diagrams of the interior of a Hall PH-2 or PH-3 flying boat have been fruitless, except to discover that I might get what I need by sending several hundred dollars to private contractors at the national archives for scans of diagrams which may or may not answer my questions. All I really need are a couple of cockpit photos (preferably one forward & one aft) & an inboard profile showing bulkhead locations, for reference in building a small 1/72 scale display model. I've been collecting references for this for some 10 years now & have all exterior info needed, but the cockpit would need some detail & I would prefer not to "fake it". Can you help with a few jpg's, or direct me to a likely source? Lars Opland QM3, USCGC Eagle, 1976

Who Was That Herc Pilot?

I am trying to locate the pilot who was instrumental in getting me off the decks of CGC Sherman in Anchorage and off to ASM school in June of 1984. Some of the tidbits from that time were...

I was under orders to report to ASM school and was dropped off at Elmendorf AFB. There was a significant line of people going MAC, on a USCG HC-130H, back to NAS Alameda California that afternoon. A pregnant USAF E5 was running the passenger line and would not give me boarding priority with the real possibility that I'd miss my report date at ECity. The CG plane and crew were from Sacramento.

I approached the CG pilot, who was about 5' 7" of slender build and blonde hair. I explained my situation and my earnest desire to get on with my aviation career, something he wholeheartedly endorsed. Almost without hesitation he simply decreed that I was now a crew member as a scanner and on the flight! No more AF E5s to deal with, out to the ramp, on to the plane and off to A school.

So, do any Pteros have any idea who this pilot might be and how I can contact him? I'd really like to thank him for his understanding of my plight back in '84 which got me into ASM school that provided a wonderful USCG career from which I'm now retired.

butch.flythe@aerialmachineandtools.com

Ptero Butch Flythe, P-2939

Heritage Museum CG Shirts

Some of you asked about Museum Polo Shirts with the HH-3f on them.. We finally have them. A photo is attached. They come in red, dark blue and grey, some with pockets. Various sizes. We also have them with goats, HH52s, 82 footers and 378s. Shirts are \$30, \$33 with pocket, plus shipping. Members receive a 10% discount. If interested, email or give us a call. Let us know your size and we'll see what we have.

Jack McGrath, CGHM 508-362-8521



Ptero Lester Slate's Sky Dive



Ptero Lester Slate, aviator 622, recently celebrated his 90th birthday by taking a tandem skydive. He received his aviator wings on 16 June 1952 at age 30. Congratulations to Lester!

Ptero Paul Milligan, Aviator 1034



Ptero Jay Crouthers, Av. 1360, above 10,000 ft., at Powell Point, Utah.

Do You Have a DFC? By Chuck Sweeney, DFC Society

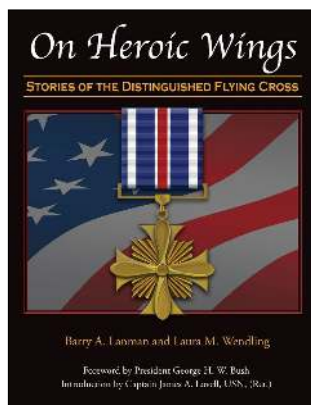


The Distinguished Flying Cross is the highest aviation medal, the fourth highest combat medal and is awarded for heroism or extraordinary achievement while participating in aerial flight. The DFC is awarded to pilots and air crew in all five services (U.S. Army, Air Force, Coast Guard, Marine Corps and Navy), all rates/ranks, and both genders. It also covers all wars and campaigns from WWI forward.

The Distinguished Flying Cross was established by Congress on July 2, 1926 to recognize the gallantry of World War I pilots. The first Distinguished Flying Cross award **citations** were presented to the Pan American Flight crews on 2 May, 1927 by President Coolidge, for their five ship, 22,000 mile flight. President Coolidge presented the first Distinguished Flying Cross **medal**, on 11 June, 1927, to Captain Charles A. Lindbergh of the Army Air Corps Reserve for his solo flight of 33 ½ hours spanning 3600 miles across the Atlantic Ocean in 1927. Lindbergh is also a member of The Distinguished Flying Cross Society.

The Distinguished Flying Cross Society (DFCS), founded in 1994 is a 501(c)(19) nonprofit organization and is made up of men and women who have been awarded the Distinguished Flying Cross and relatives of those recipients. The Society currently has 5,700 plus members. DFC recipients should consider joining for the sake of their families even if they aren't personally interested in joining. Families derive great satisfaction in seeing the recipient's name on the DFC Honor Roll on the internet for all to view.

The DFC Society, headquartered in San Diego, published a coffee table size book (8½ x 11) on the DFC entitled "*On Heroic Wings: Stories of the Distinguished Flying Cross*" (\$39.95 + S&H).



The Foreword was written by President Bush (41) and the Introduction was written by Jim Lovell; both are members of the DFC Society. The book is based on oral history accounts, Distinguished Flying Cross citations and associated primary source documentation. Visual images gathered from personal collections and archives illuminate the comprehensive content of this volume. While acquiring the factual data was essential, capturing the personal feelings and perspectives of American aviation heroes was also significant. Included in the book are eight Coast Guard pilots and aircrew (three early pioneers and five recent).

The Society educates the general public and enhances public records by documenting, publishing, and presenting the history of the DFC and its recipients. DFCS fosters fellowship among its members and takes great pride in aviation and space exploration. It supports this vision by sponsoring scholarships for descendants of its members. The DFC Society also actively solicits new members to ensure its message is delivered to the general public.

If you are a DFC recipient or know someone who is, check out the DFCS website (www.dfcsociety.org/) for information on the benefits and requirements for joining, as well as an application form. Families are also encouraged to enroll a deceased DFC recipient and become an Associate member. For additional information, call their toll-free number at 1- 866-332-6332.



Comments by CGAA Historian Emeritus John "Bear" Moseley, aviator 743:

"I am writing this to bring attention to a problem that we have within the Pterodactyls and to an even greater extent – the Coast Guard. It is not my intent to be critical of any person or persons involved but rather to address a situation where we are lacking.

The DFC Society published a book that lists eight Coast Guard DFC Recipients and requested additional names. There are 136 CG aviators/aircrewmembers who have been awarded the DFC and are listed in the 'Roll of Valor' on the CGAA website, aoptero.org. Most probably, there are that many again that

we do not have a citation for. I have a question – Why do we insist upon praising others and neglect our own? This happens rather regularly and it is this that I have a quarrel with.

Our "Roll of Valor" contains 595 medal recipients which range from the Silver Lifesaving Medal to the Navy Cross. Included are foreign awards presented to CG personnel such as The Order of Leopold, Order of The British Empire (OBE), Royal Canadian Air Force Cross, Vietnam Gallantry Cross, Air Force Cross (United Kingdom), and the Canadian Star of Courage (This medal is the non-combat equivalent of the Victoria Cross -- It went to a USCG Rescue Swimmer. The information is difficult to obtain. We were advised the Coast Guard does not maintain records of awards. We requested that some procedure be set up so that we could obtain copies of the awards presented by the Coast Guard. Permission of the recipient would be obtained before listing. There was never a satisfactory procedure set up so direct contact with Air Station Commanding Officers and Master Chief Petty Officers was made explaining what the "Roll of Valor" was and requesting that those interested submit their citations to us. This produced results, however, over the past two years as I became very heavily involved in the Chronological History of Coast Guard Aviation, I no longer had the time required for this method.

It may surprise you that the United States is the only western country that does not award non-combat equivalent awards for bravery and valor. When doing the research and formatting the citations for the "Roll of Valor" it became readily apparent that a number of citations attested to acts of courage and heroism far beyond the criteria for the DFC which is the highest peacetime award available for bravery. The Coast Guard was made aware of this and Coast Guard Shield award - equivalent to but directly below the Silver Star - was proposed. The proposal contained the criteria and was fully documented. The Coast Guard chose to not implement the award.

It has been difficult to obtain Service-wide publicity for the "Roll of Valor." The location on the website and absence of a direct link address produce results that are not near as effective as that of the DFC Society. In fact, most people

are unaware of its existence. The “Roll of Valor” should be prominently displayed someplace where it catches the eye and there should be a listing by name and award in the Pterogram and on the website of those newly inducted into the “Roll of Valor.”

We can talk about missions, we can push diversity, we can allow political correctness to dominate – but in the public’s eye – the Coast Guard saves lives.

Katrina was a highlight - The popularity of the Weather Channel show ‘Coast Guard Alaska’ reinforces this. This is important and valuable to and for the Coast Guard --- the aviation folks – everyone one of them -- are dedicated to saving lives – this is what drives the esprit de corps and in the process they add to the positive reputation of the Coast Guard. That being said – it is the people on the “Roll of Valor” and those

that belong on the “Roll of Valor” who have gone above and beyond and have been instrumental in creating the legend. The legend should go on but just as importantly those people responsible for the legend should be recognized individually by name; the award received listed; and their deeds promoted prominently and regularly in a location which is readily accessible and catches the eye.”



USCG Air Station Astoria Honored in New Book



US Coast Guard Air Station and Group Astoria was established on August 14, 1964, at Tongue Point in Astoria. It is currently located at the Warrenton-Astoria Regional Airport in Warrenton, Oregon. The group includes Air Station Astoria, the Aids to Navigation Team, Station Grays Harbor at Westport, Washington, Station Cape Disappointment in Ilwaco, Washington, and Station Tillamook Bay at Garibaldi, Oregon. They also supply support for the USCG cutter Alert (WMEC-630), USCG cutter Steadfast (WMEC-623), USCG cutter Fir (WLB-213), the National Motor Lifeboat School, the Electronic Support Detachment at Astoria, the Advanced Rescue Swimmer School, the Marine Safety Detachment, and the Advanced Helicopter Rescue School. In August 2011, the unit became USCG Sector Columbia River. Highlights include: beginning at Tongue Point, Warrenton-Astoria Regional Airport, Units of the Group, Housing, and Community involvement.

The author, Susan L. Glen, is married to a retired Coast Guard helicopter pilot who was stationed at Air Station Astoria from 1976 to 1981. They returned to the area following his retirement after 29 years of service, and the photographs in this book are from the many people who have been stationed here since the base’s inception, as well as from Coast Guard Community Relations. This is her fifth book with Arcadia Publishing.

The book is available at area bookstores, independent retailers, and online retailers, or through Arcadia Publishing at (888) 313-2665 www.arcadiapublishing.com.

Price is \$21.99

Astoria FROM 7

On 28 June 2012, the crew of CGNR 6029 was diverted from a night boat trainer and responded to the report of a fishing vessel taking on water approximately 17 NM west of Grays Harbor, WA. While the pilots effectively utilized the new DF-430 to accurately locate the vessel, the Rescue Swimmer diligently searched with the FLIR. Upon locating the vessel with the FLIR and determining it was about to sink, the Rescue Swimmer cleverly captured and tracked the exhaust stack heat signature, thus locking the thermal image on the aft deck of the vessel. As he swiftly prepared for harness deployment, he was able to identify the presence of four crewmembers as they dressed out in survival suits to abandon ship. The result, four lives saved!

Airsta Astoria has three MH-60T aircraft, 18 pilots, 30 Aviation Maintenance Technicians, 14 Avionics Electric

cal Technicians, eight Rescue swimmers, an Aviation Maintenance Warrant Officer and two civilians assisting in Aviation Supply and Ground Support Equipment Maintenance. During FY 2012 our aircraft responded to nearly 90 SAR cases, saved 16 lives and assisted 14 others.



FLIR image of the crewmen abandoning F/V Quest as she sank on 28 June 2012.

Special thanks to our phenomenal maintenance crews for keeping the helos flying.



AST1 Obrien Starr-Hollow is lowered to an injured man and a cliff rescue worker 50 feet above the water near North Head Lighthouse near Ilwaco, Wash., July 7, 2011.



Electronic Vs. Snail Mail Delivery of Pterogram

For the past year or so, the CGAA Board of Officers has been discussing the high cost of publishing your newsletter, 'The Pterogram', three times per year. Several organizations now distribute their newsletters only electronically. At this year's Roost Business Meeting, Ptero Prez Steve Reynolds said he's 'looking for feedback from members about hard copy vs. electronic distribution.' About 1,700 copies of each issue are published at a cost of over \$4K/issue. One possibility to reduce the cost of printing is to offer 'electronic' delivery to those desiring that method instead of a hard copy via 'snail' mail. If you opt to receive electronic delivery, you can still print out some or all of each Pterogram to preserve what you're interested in. You can also switch back to hard copy delivery if your preference changes. A good number of hard copies will still be published to tout the CGAA and to attract new members.

If it hasn't already been set up, there will soon be an electronic survey available on our website, www.aoptero.org. Please go to the website by 31 December and complete the survey to identify yourself and indicate your desired method of delivery. For those of you who have not yet entered the computer age, please send a note to me by 31 December at my address listed on the lower left of page two to indicate your preference.

Your assistance in helping to reduce the administrative costs of our organization are appreciated. The savings will help fund our awards, memorials, the Phoenix Project, preservation of CG Aviation History, etc.

Thanks. Steve Goldhammer, Editor



Survivor of 1956 Jet Crash Snubbed Coast Guard for Rescue by Air Force

Jet Crash-lands in Yolo, Navy Pilot Unhurt



Ptero Ray Copin, aviator 744, writes that he would like to contact the helicopter pilot who responded to a case a few miles south of Sacramento on November 1, 1956. A Navy pilot, a current church buddy of Ray's, was unhurt after landing his FJ-3 jet in a field when the engine quit. The story is that an Air Force helo landed at the scene a few minutes before CG helo arrived from AirSta San Francisco, where the SAR mission evolved into logistics, i.e., transporting the jet pilot on his first leg returning to his unit. Reportedly the CG pilot outranked

the AF pilot but the Navy pilot selected the AF helo because it had arrived first. Subsequently weather forced the AF pilot to land short of its destination resulting in a very protracted and circuitous return to civilization by the Navy pilot who, while unhurt physically, had quite a story to tell "back at the ranch." Some of the story appeared, with photos, in the next day's Sacramento Union. If you were the Coastie pilot or remember this unusual case, please contact Ray at rjcopin@comcast.net or (425) 641-6869.



Aviatorisms FROM 6

enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that

can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

It's not that all airplane pilots are good-looking. It's just that good-looking people seem more capable of flying airplanes.

An old pilot is one who can remember when flying was dangerous and sex was safe.

I've flown in both pilot seats; can

someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft - fighters and targets.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, and you weren't nauseated by the food. So you're grateful.

The FAA Motto: We're not happy till you're not happy.

Experience is something you don't get until just after you need it.





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 20-weeks long and a typical class has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are mid-2012 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 the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AST3 Jacob Garbrecht	Cape Cod	AMT3 Tucker Wilkins	Port Angeles
AET3 Andrew Marsteller	Borinquen	AET3 Zachary Phelps	Los Angeles
AMT3 Evan Burgeson	Kodiak	AMT3 Justin Bergman	Clearwater
AST3 Paul Mills	Kodiak	AET3 Jacqueline Cruz	San Francisco
AST3 Corey Fix	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!!!**

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4418 Jim E. Cepa	Detroit	4419 Rory A. Yoder	Sacramento
4420 Alexander B. Currie	Miami	4421 Andrew P. Koffman	Barbers Point
4422 Kristine M. Rice	Barbers Point	4423 Gregory C. Waugh	Los Angeles
4424 Ryan C. Cassidy	Savannah	4425 Matthew S. Delahunty	Clearwater



1374 FROM 2

We spent about three days fighting to stay along side the now inverted bird. The CO and CDR Demuzzio tried to convince HQ (via HF phone patch) to approve our recommendations to scuttle 1374, since she had been inverted about a week by then. HQ directed the deployment of a coastal buoy tender out of St Pete to sail out and try to salvage the bird. They also deployed the Atlantic Strike Team divers to assist. The tender was in Charlie status awaiting yard actions to replace a concrete patch in the bow, and much of the crew was away on leave. The ship arrived on scene in very large swells following the passage of Jean and put divers in the water to try to attach a lifting strap to the rotor head area. The divers were riding a virtual elevator in the swells - this was an extremely dangerous job! Eventually they attached a bridle and the tender took the strain. As the helo righted and approached the surface, the action of the swells, combined with the weight of the water in 1374, caused the lifting strap to break, and she immediately sank in very deep water. That was my recollection of the demise of CG 1374.

I'm sorry I don't remember the names of the rest of the Avdet. The CO of the ship was CDR Robert Fenton. The XO was LCDR Bob Williams, and OPS was probably LT Dan Deputy.



CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

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

Sign me up for:

- ☐ Life Membership \$ 250 (includes a Ptero Pin)
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- ☐ Chronological History of CG Aviation 1915-2010 CD \$10
- ☐ Book: ***So Others May Live*** (includes postage) (Paperback only, \$14)
- ☐ 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$29.00 Shipped
- ☐ Current Ptero Patch, 4 inch \$8 Old Ptero Patch \$7
- ☐ CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
- ☐ Ptero Bumper Stickers \$ 3 each, 2 for \$5

(Visit www.AOPtero.org, click on "Store" for more)

Nov2012 **Please make copies of this form and pass it on.**

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Please check all below that apply:

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Helo Nr: _____ Date: _____

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☐ 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 222905,
Chantilly, VA 20153-2905**

'CAPTAIN'S SPIRIT' FROM 9

enthusiasm of aviation on the two visionaries, Stone and Hall, who like "Captain" Baldwin were decades ahead in their dreams. The old aeronaut died just eight years later, on 17 May 1923 and was buried with military honors in Arlington Cemetery, where a uniform monument now marks his grave. However, the story of "Captain," "Professor," or "Major" Thomas S. Baldwin was not quite over. On 17 December 1963, the aeronaut was enshrined in the Aviation Hall of Fame, Dayton, Ohio. As always the professional showman, with his dreams in the sky, the "Captain" would enjoy that his legacy continues.

The visage of the youthful entertainer exists today in the image of each CG crewperson dangling from the modern helicopter's aerial hoist. The spirit of this flamboyant entrepreneur still flies today with every CG Aircraft ascending to the heavens where crowds once looked in wonder at a daring and charming promoter.

LCDR Barrett T. "Tom" Beard, USCG (Ret.), earned his wings through the Naval Aviation Cadet program in 1955. Commissioned an ensign in the Navy, he went on to serve for 10 years as a Naval Aviator. He completed two tours of duty as a flight instructor at NAS Whiting Field, FL, flying SNJ Texans, T-34 Mentors and T-28 Trojans. He flew one tour of sea duty in AD-6 Skyraiders with VA-115 aboard USS Shangri-La (CVA-38). His second tour at sea was in E-1B Tracers with VAW-11 aboard USS Constellation (CVA-64) on Yankee Station. While attached to Fleet Aircraft Services Squadron and reserve squadrons he flew several models of the Skyraider, TF-1 Trader, TV-2 Shooting Star, F9F-8 Cougar and TBM-3 Avenger. Beard accepted a commission with the USCG in 1965. He was stationed at Barbers Point, Hawaii, where he flew the HU-16E Albatross and HC-130B Hercules. He next served as an HU-16E standardization and instructor pilot at CG Aviation Training Center, Mobile, where he instructed Greek Air Force pilots in the SHU-16B. He qualified as a helicopter pilot and flew SAR missions in the

HH-52A Guardian before retiring in 1975. During his aviation career, he accumulated 7,000 flight hours in 30 different types of military and civilian aircraft. He holds air transport pilot, seaplane and commercial helicopter pilot ratings.

Beard holds a master's degree in history and is the author of more than two dozen articles and three books. He and his wife, Carolyn, currently reside in Port Angeles, WA.



Ye Ancient Scribe was seen reading the fruits of his labor in July at Dublin Gardens, the helipad for Dublin Castle.

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Sector/AirSta San Diego Pg. 17



The Demise of HH-52A CGNR 1374
Pg. 2

MAIL Pg. 18

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THAT'S NOT ALL !!



Sector Columbia River/
AirSta Astoria Pg. 7



Three Additions to CGAA
'Roll of Valor' Pg. 6

