



PTEROGRAM

The Official Publication of the Coast Guard Aviation Association
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-seventh Annual Ptero 'Roost' Celebrated in Fine Fashion



Ptero Ancient AI's Currier (L), Kunkel, Blore, Olson, Thorsen, and Thompson presented a 'Retrospective of CG Aviation: Then & Now' at Saturday's Discourses.

Our 37th annual convention honoring Air Station Washington and Air Station Atlantic City from 26-29 September was a rousing success! Even though attendance was less than usual, everyone who attended thoroughly appreciated the hard work of the Roost Committee, the phenomenal Professional Discourse sessions, the awesome awards banquet, and the compelling comments on the state of the CG and CG aviation by the Commandant and Vice-Commandant. BZ to the Roost Committee for stepping up to the plate to ensure the success of the Roost down to the smallest detail: Co-chairs Ptero VADM Vivien Crea, Av. 1820, and Ptero Mont Smith, Av. 1520, Ptero Ben Stoppe, Av. 1646, Anne Stoppe, Ptero Prez Steve Reynolds, Av. 2863, Ptero VP Joe Baker, Av. 2511, Pteros Ray Copin, Av. 744, RADM Jim Van Sice, Av. 1777, Steve Goldhammer, Av. 1207, Marilyn Goldhammer, Sperry Storm, Av. 1111, Christa Storm, Dana Goward, Av. 1825, Dana Goward, Jerry Surbey, Av. 1271, Becky Surbey, Bob Powers, Av. 1458, Jay Crouthers, Av. 1360, Christine Hunt, Larry Hall, Av. 1923, Glenn Gebele, Av. 3103, Tony Hahn, Av. 3158, Bill Paradise, Av. 1895, Janis Nagy, Av. 2791, Les Smith, Av. 1676, and Stu Merrill, Av. 2841. Chris Martino, Av. 2701, also assisted the committee. Please see P. 8 for a full Roost Report.

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A Message from 2863 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: What a fantastic roost! The Washington DC Roosts always turn out to be a great mix of active duty, retirees, spouses and sponsors, and this was no exception. From the professional discourse sessions, to Mr. Sean O'Keefe's incredibly moving luncheon speech, to the elegant awards dinner, and the Arlington Cemetery Ceremony, the Roost committee exceeded every measure of success. In addition to catching up with old friends, making new ones, and telling the standard mostly true "sea stories," we were honored to have both the Ancient Albatross (VADM Currier) and the Ancient Mariner (ADM Papp) attend the awards dinner to recognize heroic accomplishments from across the USCG.

In the way of big news, the Board has followed through with discussions from last year to create the Executive Director position. This will help add a sense of stability across the many elected positions. In terms of elected positions, we are forming a search committee to identify some candidates to take over the President and Vice President positions. If you have any suggestions or want to volunteer, please contact one of the board members. We're looking forward to another busy and challenging year and I'm hoping to find some new and energetic volunteers to take the controls.

Steve Reynolds, Ptero 2863, Life Member

Taps

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

Gerald H. Hotchkiss, 949, 7/18/13

Sylvia H. Hartman, (wife of Ptero Jeff Hartman, 1128) 7/20/13

Donald C. Addison, 982, 8/8/13

Albert D. Young, Jr., 634, 8/23/13

Joseph C. Russo, 853, 8/24/13

Nancy K. McPherson, (wife of Ptero Bill McPherson, 1226) 8/30/13

Frank Carman, 944, __/__/13



Ptero 'Dave' Young, 634, USCGA '49, RIP

This photo of David, his wife Bonnie, & his rag-top T-Bird with the CGAA banner, compliments of <http://jaysphotoshop.com/> Old Saybrook CT, was taken just prior to the Madison, CT 4th of July Parade. The Assn's banner raised much interest. Many stood along the parade route and commented on the "Flying since the World was Flat" with a rather large grin on their faces. These fine patriots ranged in age from elementary school to grey beards. All appreciated the logo and many clapped in appreciation for the job well done by so many CG pilots and crew. Being a shore line community, several could have been assisted by the local CG units themselves; their gratitude was heartfelt.

Unfortunately, David passed away unexpectedly on 23 August. As his son-in-law and Parade driver (we've done a few), I can say, he was proud to put on his CG uniform. He often shared with his family, his enjoyment saying "The Ancient Order of The Pterodactyl!" how the name was just off key enough, making it a pleasant "inside" joke for those in the know. David's sense of duty, his dry humor and presence will be missed by all.
Francois Pelletier CW3 SC, CTARNG



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The CG Foundation recognized mission and individual excellence on Thursday, October 10 in New York City at the 33rd Annual Salute to the U.S.C.G., a national awards dinner which raised more than \$1M. The honors for heroism and professionalism in the line of duty were awarded to the crew of the cutter MOHAWK for unit excellence, and AST2 Abram A. Heller, a rescue swimmer, for individual heroic action.

The dinner was MC'd by 13-time Emmy Winner, Al Roker, who knows the importance of the CG's mission, since he serves as executive producer of the docu-series CG Alaska and CG Florida.

The program featured remarks from Captain of the Port, Gordon Loeb, as well as video messages from VADM Robert Parker, commander of the CG's Atlantic Area, and Commandant ADM Robert J. Papp, Jr. who were unable to attend the event.

Adm. Papp spoke of his long personal

connection to the CG Foundation, and especially the New York Dinner. When he was a young lieutenant in 1982, Papp won the national award from his time as CO of the Cutter RED BEECH.

"The challenges we face are real, but I'm optimistic, because I know our value to the nation is enduring. I'm also optimistic because of all of you. The Coast Guard and its people do fantastic work," Adm. Papp said. He continued: "You know that I'm tremendously proud of that, but we simply can't do it alone. And it's through the hard work and generosity of the Coast Guard Foundation that we're able to take care of our Coast Guard people in the manner that they truly deserve. I want to thank you so much for all that you do for all of us."

AST2 Abram Heller was recognized for individual heroic actions for a night rescue off the coast of Hawaii involving seven sailors who had been forced into the ocean after their sailboat sank. Self-

lessly, AST2 Heller volunteered to remain in the water with the remaining survivors, while they waited for additional CG support to arrive. Prior to leaving the scene, the helicopter crew decided to deploy its own survival raft, into which Heller loaded the three remaining survivors. Heller's presence in the raft helped the fraught sailors remain calm as he continually worked with a CG C-130 aircraft to guide a 47-foot boat from CG Station Kauai to their location. Heller's selflessness, technical expertise, and physical strength were critical in the success of this rescue case. His instinctive, disciplined actions and decisive leadership on scene saved seven lives that night.

The crew of the Cutter MOHAWK was awarded for unit excellence for a series of maritime law enforcement missions during the period of May 1, 2012 to April 20, 2013, which resulted in the seizure of 1,032 kilograms of cocaine, and 600 pounds of marijuana, which held an estimated street value of \$35 million. MOHAWK worked in conjunction with aircraft from Customs and Border Protection, and the U.S. Navy.

These heroes deserve our thanks. The 33rd Annual Salute to the U.S. Coast Guard is a small gesture of gratitude for the men and women who stand the watch day in and day out, keeping our shores and borders safe.



'You Know You're an Aircrewman if...' Courtesy of Ptero John Furqueron, P-3053 (his comments in green)

You've ever said, "Oh yes sir, it's supposed to look like that." **Can't count the number of times.**

You've ever sucked LOX to cure a hangover. **CGAD Napoli. Peroni beer will do you in.**

You know what JP4/JP5 tastes like. **And 115/145. You belch for days after siphoning it into your car.**

You've ever used a piece of safety wire as a toothpick. **But it will prick like heck if done wrong.**

You believe the aircraft has a soul. You talk to the aircraft. **Doesn't everyone? 'Come on baby, don't strip on me now...'**

The only thing you know about any city is where the good bars are. **Caviti City in the PI. Wow....!**

You can't figure out why maintenance officers exist. **But Bob Houvener would let you know.**

You ever wished the pilot would just say, "Great aircraft!" **Sometimes they would say, "No Gripes."**

You think everyone who isn't an Aircrewman is a wimp. **Until you watch a 44 footer ride over the Columbia River Bar.**

You consider 'Moly-B' fingerprints on food an 'acquired taste.' **Not so bad.**

You've ever been told to "go get us some prop wash, a yard of flight line or the keys to the ready aircraft. **I had already been to find the sea locker and to get some bilge water on a ship earlier.**

Little yellow ear plugs are all over your house. **And Orange ones too.**

You've ever preflighted in really bad weather only to learn that the flight was canceled hours ago. **Nome Alaska comes to mind. CGC Northwind.**

(OLD GUARD HERE) If you've ever been tackled, duct taped to a tow bar, covered in PET and sand, egged, sour milked, peanut buttered and jellied, and slapped under the emergency wash station in 30 deg weather. (When I made Second Class AD) Feb 1974 (1974 is "old Guard"???) They also hung me in a harness from the ceiling, hosed me down with water when the Hangar door was open, and left me hanging for about 1/2 hour. Three days SIQ with pneumonia. Or thrown off the sea wall at Tongue Point in Astoria into the Columbia River.

Ancient Albatross Letter to Pteros

By Ptero VADM John Currier, Aviator 1877, Vice Commandant and Ancient Albatross #23



Greetings Fellow Pteros!

First, a hearty congratulations to Mont Smith, Vivien Crea and all of the Pteros, sponsors and supporters who made the DC Roost a resounding success. By all indications there was a robust presence of attendees made up of a mix of active duty, retired, and even some air Auxiliaries. This year's Roost combined healthy discourse regarding our hardware, how we operate and what the future holds. Speakers and panel discussions covered a broad range of topics, including a few recollections (totally unembellished) from flight when the world was flat. Pteros Deese and Howie stole the show recounting great stories

on the Ancient Albatross panel. I must admit it was gratifying, being the youngest on the panel, which is rare for me! Throughout the Friday and Saturday sessions, there was good engagement ranging from our youngest aviators to those few octogenarians present. The Roost culminated with a grand dinner at which some very deserving Coast Guard men and women were recognized for feats of daring in rescue operations. We were also privileged to hear from our Commandant, ADM Bob Papp who discussed the state of our Coast Guard. A particular thanks to the many industry sponsors who supported the Roost despite trying economic times.

I would like to continue the dialogue amongst all Coast Guard aviators, past and present, about the upcoming celebration of our 100th anniversary, which is fast approaching in 2016. Although we participated in the Centennial of Naval Aviation year-long string of events in 2011, I'm certain that we all feel the need to honor those heroes of our past in our own unique way in 2016. Their efforts set the stage for the incredible accomplishments that we see from our young professionals today. While we don't have the resources to proximate the earlier commemoration, we can fo-

cus on certain few, high impact events to make ours visible and meaningful.

Progress on the Duck recovery effort by our folks and JPAC was productive from an investigative standpoint but was hampered by poor weather conditions at the glacier site. All indications are that the effort will continue next summer, perhaps commencing at an earlier date. I'd like to offer a special thanks to those from the HQ staff and the aircrews supporting for an outstanding effort to honor our wartime heroes.

Again, thanks to our volunteers, supporters and sponsors for their contributions in making the 2013 Roost a great success! Keep the ball in the middle and your turns up! Semper Paratus.

I'll end with a quote from antiquity which is particularly germane to a chair-bound aviator:

"When once you have tasted flight, you will forever walk with your eyes turned skyward, for there you have been, and there you will always long to return."

Leonardo Da Vinci

Respectfully,
VADM John Currier
Ancient Albatross #23



A Selfless Calling

By Ptero John 'Bear' Moseley, Aviator 743

The goal of the combat rescue and recovery units during the Vietnam conflict was to get to those in peril before the enemy did. Whether the mission was an extraction or the pickup of a downed airman, each time they were successful it was a win! This was called a "save," but a "save" was much more than a statistic to these men. A "save" was a person, and they took it personally. There were 11 CG Aviators that flew with these rescue forces in Vietnam between 1968 and 1972. They were all volunteers – they were all highly praised. The following relates a mission that involved two of these gentlemen and illustrates that if at all possible - No one was left behind.

October 24, 1969:

Misty-11, an Air Force F-100F (Fast

FAC), was designating targets along the Ho Chi Min Trail, for ground interdiction strikes when he experienced engine failure due to antiaircraft fire. A MAY-DAY was broadcast and the two crewmen ejected at low altitude and parachuted down into the mountainous Lao-tian jungle terrain. Misty A, Capt Jack Clapper and Misty B, 1Lt Don Mueller were separated by about 800 yards due to the programmed delay in the ejection sequence between the front and rear ejection seats. Each was equipped with a battery-powered radio and was contacted by Nail 07 (FAC), who had heard their pre-ejection call and was working in the area. He said that he would notify search and rescue. Misty B (Muller) informed Misty A and the FAC that his leg was badly broken.

In less than two hours, a rescue team

consisting of two A-1 Skyraiders (Code name Sandy) and two HH-3E Jolly Green Giant helicopters (Code name Jolly) were on scene. The helicopters went into orbit. One helicopter referred to as "low Bird" would make the rescue attempt and the second referred to as "high bird" would remain in a 3000 ft orbit as backup. Before sending in "low bird," the A-1s trolled the area but their repeated passes brought no response.

Lt. Dick Butchka, USCG, in the high bird slot watched as Capt. Charles Langham, USAF, descended for the recovery. Langham came to a hover over Misty 11B and lowered his PJ, TSGT Donald G Smith, by hoist. Smith immediately had the downed airman on the forest penetrator and gave the cable-up signal. Less than a minute had elapsed. When the penetrator was approximately

10 feet off the ground, the helicopter came under fire. Butchka saw three sides of the blind canyon twinkling. Langham had flown into a "flak-trap." The A-1s rushed in to suppress the fire, but the opening volley had shot the hoist assembly off its mounting, sending it crashing into the flight engineer's chest. Realizing the hoist was inoperative, the flight engineer hit the switch cutting the cable and yelled to Langham to pull off.

Seeing Langham's aircraft smoking and throwing fluid, Butchka told him to put it on the ground. Langham searched for a clear spot and put the aircraft into a small bowl-shaped valley. Meanwhile, Butchka had punched off his aux tanks and had begun an emergency descent. Dick said he knew that time was of the essence and he had to get Langham and his crew before "the bad guys" did. The Jolly crew jumped out of the helicopter into the elephant grass looking up for high bird. They did not have far to look. Butchka's helicopter was in a 20 foot hover on the left side of Langham's with its cable waiting. Butchka expected ground fire at any minute.

With the men safely on board, the next problem was getting out of there. Butchka did not want to go back out the way he came in because of heavy enemy fire. It was hot and humid; the pressure altitude was high, and the only other way out presented him with a vertical face of about 130 feet. It was decision time! Butchka said; "I headed for the face, -- pulled every bit of power I had, didn't worry about over torque, and with a little bit of airspeed, -- drooped the rotor to 94%, -- and just cleared the top."



Air Force Skyraiders in Southeast Asia are probably best remembered for their support of search and air rescue missions. Operating under the call sign Sandy, the A-1's ability to fly over a downed Airmen for an extended period complemented its massive firepower. Armament consisted of four 20mm cannons and a wide assortment of bombs, rockets and gun pods.



The U.S. Air Force developed the Sikorsky HH-3E helicopter, nicknamed the "Jolly Green Giant," to perform combat search and rescue (CSAR) to recover downed Airmen during the SE Asia War. The HH-3E was the first air-refuelable helicopter to be produced. The HH-3E's retractable fuel probe and external fuel tanks gave it the capability to conduct CSAR operations anywhere in the Southeast Asia Theater of operations. It was armed with two 7.62 millimeter M60 machine guns; had self-sealing fuel tanks and carried titanium armor plating.

As he cleared the ridge line, the Jolly immediately came under heavy ground fire from a different direction. The helicopter was hit but damage was not severe. Butchka proceeded to Da Nang.

There were now three men on the ground to rescue: Misty A, Misty B and the PJ, TSGT Smith. Smith directed air strikes that bracketed his position and that of Misty A. Jolly 76, out of Udorn made three recovery attempts, but each time he received intense ground fire, resulting in extensive battle damage. Jolly 76 had to withdraw.

Later that afternoon, the Jollys tried again. LTJG Rob Ritchie, USCG, was "low Bird" in Jolly 15. Rob said; "The previous attempts that day were all into the wind approaches. I chose a downwind approach because all indications were the 'bad guys' were set up for us to come into the wind and were waiting." The Sandys made suppression runs and laid smoke as had been requested. Ritchie used the smoke for cover, swooped in fast and quickly put the aircraft into a hover over Sergeant Smith and got both Smith and Misty B on board with only slight damage to the aircraft. During Ritchie's next approach to pick up Misty A, they began taking very heavy ground fire on the way in.

The element of surprise was no longer there and the North Vietnamese had repositioned. Sandy lead called the approach off and both AD-1s made several suppression runs.

Ritchie commenced his third approach immediately after the suppression runs. He said it was much quieter this time and he came to a hover over Misty 11A. As the penetrator went down, the ground fire became much heavier and the helicopter was taking numerous hits. The utility hydraulics to the hoist was disabled due to ground fire damage to a pressure line and fluid flow was lost. Unable to complete the pickup, Ritchie exited the area. Two additional tries to pick up Misty A were made to no avail. A third attempt was made while a tropical thunderstorm passed through and, as the storm subsided, the Jollys were able to pick up Misty 11A.

The Air Rescue forces in SE Asia didn't get all of the downed airmen, but no one can say they didn't try. They did get 3,883 and provided the world with thousands of examples of unselfish humanity. A report prepared by the Air Force Inspection and Safety Center, summarizing helo use in combat rescues, noted that during the Vietnam War, between 1965 and 1972, helos came under significant hostile fire in 645 opposed combat rescue operations involving downed aircraft. Crews were rescued in six hundred and one, or 93 percent, of these cases. This was not accomplished without cost. The 37th ARRS lost 28 men, including Lt. Jack C. Rittichier, USCG.

[Many of our present members are familiar with the fact that some Coast Guard Aviators were 'Jolly Greens,' but most are probably not familiar with the details. Most likely, among the active duty folks, knowledge of this chapter in Coast Guard Aviation is limited. Between 1968 and 1972 there were eleven, all volunteers, who served. They performed with distinction and were highly decorated. Four of these gentlemen; LCDR Lonnie Mixon, LT Lance Eagan, LT Jack Rittichier and LTJG Rob Ritchie were awarded Silver Stars. These are the only four Silver Stars that have been awarded to CG Aviators in the performance of aviation duties.]

[See 'A Selfless Calling' on P. 19]

“MacDee” and “Swede” By Ptero Tom Beard, Aviator 1104

The Coast Guard had two dreamers emerge from World War II. Each bore a vision for the future of Coast Guard aviation. Both were dynamic. Each had an unwavering conviction with a “don’t get in my way” bull-headedness. Both were indoctrinated simultaneously with the early Coast Guard traditions of seaplane rescues offshore. One had an immediate solution; the other still believed in a dream of a little machine that one-day could do the job. The CG aviation officer corps, divided as the aviation program itself, moved into uncertainty following World War II. Battles ensued between the two groups — at times with bitter acrimony. Most officers, following service tradition, sided with the seaplane despite its inherent problem of being unable to land on the open sea.

Commander Frank A. Erickson’s helicopter school had just started. A handful of pilots were beginning to learn to fly this newfangled contraption. At the same time, civilian test pilot Harry Crosby took the initial steps in the United States’ challenge for space with his first flight in Northrop’s MX-324, the country’s first rocket-powered airplane. And also in that month of July 1944, came the beginning of the end of the Coast Guard’s use of seaplanes, although no one was yet aware of it.

The Chief of Naval Operations assigned the Coast Guard a task of conducting off-shore landing tests for seaplanes, with CG CAPT Donald Bartram MacDiarmid in charge. Erickson and MacDiarmid had similar backgrounds: both joined the Navy as seamen in the 1920’s, served aboard battleships and later were Coast Guard Academy graduates. But each led Coast Guard aviation in a different direction. Equals in stubbornness, each chased their goals. Both were tough, unrelenting adversaries.

It was no coincidence MacDiarmid was chosen for the offshore seaplane tests. The charismatic and typically outrageous MacDiarmid was a true legend in his own time and better known among the Coast Guard troops than even the commandants they served. MacDiarmid’s hubris and the success it achieved led both his admirers and rivals to elevate “Mac Dee” to the realm of a near-fictional character.

Erickson, called ‘Swede’ by most,

stumbled along at the beginning of a rotor-winged era, while MacDiarmid shoved the seaplane past its zenith, watching unknowingly as it slowly vanished from the aviation world, he believing all the time in its longevity. The unchallenged leadership of MacDiarmid conducted the seaplane’s offshore evaluation, a mission long urged by him.

Landing aircraft on runways is typically done into the wind for a minimum touchdown speed. At sea, wind drives a wave system before it, making landing into the wind like crashing into a series of onrushing walls. Early seaplanes’ speeds were low enough that small lightweight aircraft could land and takeoff between crests. For larger seaplanes, however, MacDiarmid relied on a technique developed by Pan Am clipper pilots for landing in the troughs and parallel to the wave line. This overcame the dangers of crashing into the face of an oncoming wave but confronted the problem of landing crosswind and on an unlevel surface.

MacDiarmid believed the PBM Mariner offered a far better solution for Coast Guard rescue missions since its long-range ability let the airplane land far out to sea to retrieve downed flyers and shipping-disaster victims. He was going to prove it. The consensus among Coast Guard aviators was the future of Coast Guard aviation required seaplanes and these needed to operate on open seas. MacDiarmid’s experiments encouraged this supposition.

However there were technical difficulties MacDiarmid had to overcome. The design and manufacturer specifications of the PBM, as with all the modern large seaplanes of that period, required only that seaplanes be able to land and take-off in tame waves typical of protected waters. Waves this small are seldom found in open oceans. MacDiarmid’s unwavering pursuit toward maintaining the past glories of the “flying lifeboat” was driven by an alarm. He believed, based only on suspicions, the Navy would assume the Coast Guard’s aviation search and rescue responsibilities at war’s termination, ending what, after three decades, was a rag-tag attempt by the CG at maintaining a viable air force.

Meanwhile Erickson, with unremitting arrogance and single-mindedness, be-

lieved *some* officers, with a definite nod toward MacDiarmid, distracted the Coast Guard from dedicating attention to developing the helicopter, which *he deemed* was rightly the aircraft of the future for Coast Guard aviation. Among Coast Guard officers, loyalties were split between these two men — with most on the side of MacDiarmid — creating a rift that was evident even two generations later. As the war wound down, Coast Guard aviation suffered a schism in aircraft philosophy and wandered off in two self-destructive ways. The helicopter was not ready and would not be for years, not until the coming of the turbine engine, and the seaplane was a dinosaur collapsing under its own massiveness, its ongoing usefulness restricted by limited seadromes.

For three years, MacDiarmid experimented with the Mariner in offshore conditions on the ocean near San Diego. He developed techniques utilizing reversing propellers for stopping and maneuvering on the water and JATO rocket motors to accelerate the seaplane’s take-off. MacDiarmid’s dogged pursuit, Erickson believed, distracted the Coast Guard from developing the helicopter.

Bitterness within the Coast Guard still held Erickson at bay. Yet seaplanes were slowly becoming expensive behemoths to operate, while wholesale post-war personnel cutbacks substantially reduced the number of crews available at Coast Guard air stations — adding further hardships on the limited crews.

MacDiarmid in the early 1950s was still firmly convinced of the seaplane’s future. Erickson and his followers were equally convinced of the helicopter’s superiority. The Officers’ Mess at CGAS Elizabeth City, with MacDiarmid in charge, and where Erickson commanded a small helicopter test unit following the war, became a battleground for the two quite dynamic, clashing personalities and philosophies. Many pilots, trained under Erickson and now serving under MacDiarmid, walked a narrow line while hedging on their opinions.

The battle was decided finally by events rather than by arguments.

[See P. 23 of Pterogram 3-12 for Tom Beard’s Bio Statement...Ed]



Victor V. Utgoff: Imperial Russian “Ace” in the U.S. Coast Guard

By Ptero C. Douglas Kroll, Ph.D., P-3160



Victor Victorovich Utgoff, while not a recognized air ace, was nevertheless one of the most decorated Russian pilots during the First World War. Born on 14 July 1889 in what is today Lodz in Poland, he enlisted as a naval cadet in the pre-war Russian Navy. Entering the Russian Naval Academy, in St. Petersburg in 1903, he was a classmate and friend of Igor Sikorsky, the future legendary helicopter pioneer. Utgoff went on to serve with the Russian Black Sea Fleet.

With the establishment of an air service attached to the Black Sea Fleet in 1912 Utgoff seized his opportunity to gain air training, gaining his pilot's license in July the same year. He is believed to be the first Imperial Russian Navy pilot.

Nine hours after Germany had declared war on Russia in August 1914, attached to the Black Sea air service and flying seaplanes, he became the Russian Navy's first wartime pilot, and the first man to fly from a ship during the World War. March 1915 brought Utgoff a fresh challenge, that of flying combat missions against Turkey. A recipient of the Order of St. George for his unusual courage in attacking and damaging the

Turkish naval base at Trebizond, Utgoff received a promotion to Captain and was made second in command of the Russian air arm.

He came to the United States in 1915 and 1916 as an inspector of seaplanes built by the Curtiss Airplane Company for the Russian Navy. His continued industry---by now flying seaplanes on bombing raids against the Bulgarian port of Varna---received further recognition in August 1916, this time by means of the Golden Sword of St. George. He would also be awarded the Order of St. Vladimir, the Order of St. Stanislas with swords and the Cross of St. Anne by his native land, the Order of St. George by Great Britain and the Chevalier de la Legion d-Honneur by France.

In June 1917 Utgoff was assigned to the seaplane tender *Imperator Nicolai Peryi*, about twenty-five miles off Constanza in the Black Sea. Constanza was then held by the Germans and the Bulgars. By the time of the October 1917 Revolution, in which the Bolsheviks seized power in St. Petersburg, Utgoff was in command of the mobile seaplane forces of the Black Sea Fleet. Despite explicit orders from the new Bolshevik regime, he continued to carry on with his fighting---now having to watch not only the enemy but his own men, many of whom supported the new Bolshevik government. One day, flying his Grigorovich M-9 seaplane (Curtiss Flying Boat Model F), he returned to his ship, spotted and attacked a German U-boat that was nearby. Instead of being cheered for saving his ship, he was criticized by a Bolshevik officer for attacking the U-boat.¹

In 1918, Utgoff returned to the United States and was assigned to the office of the Naval Attaché at the Russian Embassy in Washington. With the defeat of the White Russians in 1921, the embassy was closed. Utgoff would make the United States his new home. With a wife and four children to support, he drove a taxi in New York City for a while, and then turned to chicken farming on Long Island. However, he eventually returned to aviation.

In 1922, Utgoff met his old classmate and friend, Igor Sikorsky. Utgoff en-

couraged Sikorsky to design a new aircraft and volunteered the use of his farm and house for Sikorsky's factory and home. After some hesitation, Sikorsky accepted Utgoff's generous invitation. Sikorsky's first airplane, built in the United States, the S-29A, was constructed in 1923 on Utgoff's chicken farm near Roosevelt Field, Hempstead, Long Island. That same year Sikorsky founded Sikorsky Aero Engineering Corporation. Utgoff's role in the start of Sikorsky in America is little known.²

In November 1929, he joined the fledgling aviation division of the U. S. Coast Guard at Ten Pound Island, Gloucester, Massachusetts, entering as a Chief Boatswain's Mate (BMC). Although he never became an enlisted pilot or Coast Guard aviator, Utgoff continued to enjoy flying in his off duty time. He was killed on 11 October 1930 when his civilian American Eagle aircraft crashed and burned on a flight from Boston to Revere Beach. His funeral liturgy was held at the newly founded St. Nicholas Russian Orthodox Church in Washington, D.C. on 16 October and he was buried with full military honors at Arlington National Cemetery that afternoon. Rear Admiral Frederick C. Billard, Commandant of the Coast Guard, and several officers from Headquarters attended his burial at Arlington. He was survived by his widow, Leda (Lydia) and their four children.³

One child, Victor, became a U.S. Navy aviator and died in a seaplane crash in 1955 at Patuxent River, Maryland. Another one of his sons, Vadym, graduated from the U.S. Naval Academy in 1939 and had a distinguished career as a naval aviator, seeing combat in both World War II and the Korean War. He retired with the rank of Captain in 1963 and is now deceased.

Notes:

1. Negley Farson, *The Way of the Transgressor* (London: Camelot Press, 1935)
2. Sergei Sikorsky, *The Sikorsky Legacy* (New York: Acadia Publishing, 2007)
3. E. F. Clark, "Archangel to Arlington" *U.S. Coast Guard*, 1930.



Ptero Roost 2013 After Action Report

By Ptero Steve Goldhammer, Aviator 1207, with Photos by Ptero Bob Powers, Aviator 1458

Prior to the actual Roost, there was a rousing Pizza Pep Rally at the CGHQ cafeteria on 5 September to drum up interest in Roost attendance among the active duty aviators at HQ. As an example of the illustrious history of CG aviation, Ptero Prez Emeritus Mont Smith, Aviator 1520, regaled the troops with his adventures in Key West in 1980 as OIC of the Air Detachment during the Cuban Mariel boatlift. He even showed the sign that had hung over the door to the CG Ops Center at the NAS Key West hangar. Vice-Commandant and Ptero Ancient Al VADM John Currier, Aviator 1877, followed up on Mont's story with one of his own about collecting conch shells to take home as souvenirs from their TDY at Key West and how they attempted to void the conchs of their



Photo by PA2 Kelly Parker, USCG

contents with spectacular results.

He also passionately encouraged CG Aviation Association membership and active duty attendance at the Roost, especially for the Professional Discourse sessions.

It was a glorious day for golf when the first event of the 37th annual Ptero Roost kicked off on Thursday, 26 September. 41 intrepid Pteros or potential Pteros of various degrees of expertise assembled at the South Riding, VA Golf Course in for a scramble tournament. After following each other around the course for five hours of triumph and frustration, we all gathered over a cold one for the presentation of awards. The First Place team, with a 57 (probably the benefit of many purchased mulligans), was Ptero Jim Thomas, Aviator 1950, John Burdette, Ptero 'Cub' Schlatter, Aviator 2499, and Bryan Durr, Aviator 3331. Second Place went to Toby Holdridge, Aviator 3416, Walter Armstrong, Aviator 3565, MC Len Barbazon, and ASTCM Shane Walker. Third was Daniel Warren, Avia-



First Place Team: Thomas (L), Durr, & Burdette ('Cub' Schlatter not pictured).

tor 3550, Brad Apitz, Aviator 3571, and Andrew Behnke, Aviator 3720. Closest to the pin honors went to Mel Bouboulis and the Longest Driver was Shane Walker. Congrats to the winners and thanks to Ptero Ben Stoppe for organizing this fun event.



Longest Drive: Walker (L), Closest to Pin: Bouboulis.

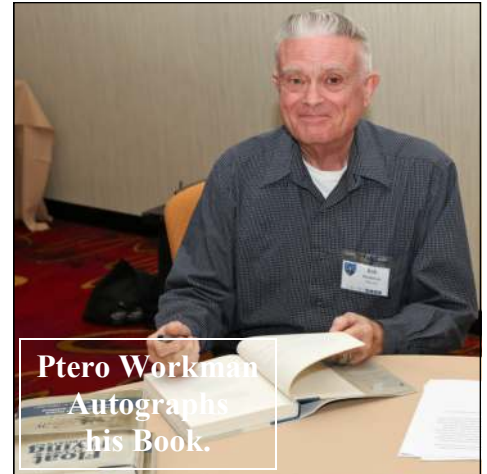


Ben Stoppe organized a fun event.



Anne Stoppe (C) & Larry Hall check in Liz Petterson.

Pteros Bob Workman, Aviator 914, and Jeff Hartman, Aviator 1128, gave interesting presentations on their books and autographed copies at the Hospitality Suite on Thursday night.



Ptero Prez Steve Reynolds called the Business meeting to order at 0812 on Friday. The Airman's Prayer and 'Taps' list of those who passed away in the past year were read by Ptero Steve Goldhammer. Ptero RADM Bob Johanson, Aviator 869, gave us an update on the Phoenix Project to hang an HH-52A at the Udvar-Hazy National Air & Space Museum near Dulles Airport. He said it would be a quick update on a not-so-quick project. The project was started by Ptero Tom King, Aviator 1775, a few years back. Several candidate aircraft were located and evaluated and deemed not in good enough condition to restore. Conversations at the 2012 Sacramento Roost revealed the existence of HH-52A CGNR 1426 that was being used as a training aid at the Airframe & Powerplants school in Van Nuys, CA and was still flyable. An evaluation of the 1426 was conducted by several current and retired H-52 maintenance folks and it was found to be in excellent condition. The Smithsonian Institution has approved it as a viable candidate for display at Udvar-Hazy. A team at CGHQ is working on an acquisition plan. The goal is to have the 1426 displayed for the 100th anniversary of CG aviation in 2016. However, after its acquisition, a restoration team and an unspecified amount of funding is needed.

Ptero Enlisted Ancient Al AMTCS Pete MacDougall, P-2900, remarked that he is proud to be a part of this awesome community. The young CG people on the hangar decks are super dedicated and passionate. The long blue line continues with great feeling and love for what we do. He said it's a pleasure to serve as the representative for all of the aircrews in the CG.

Treasurer Ptero Ben Stoppe reported that the Association's finances are stable but expenses for the Roost will be much higher than the income. Fortunately, we've had significant sponsor contributions for the Roost. The Petty Cash fund still exists. Ptero Bob Workman verified that the lock washer is accounted for.

Regarding the Centennial of CG Aviation in 2016, Ptero Prez Emeritus Smith solicited ideas for exhibits, especially from the active duty folks. A traveling exhibit is planned to visit each air station in 2016 and terminate at the Roost at ATC Mobile. He asked for donation of artifacts for that exhibit. There is also a plan to update the poster containing all current and prior CG aircraft that was created for the 75th anniversary in 1991. He urged the CGAA to stand up a team now to properly prepare for this momentous occasion.

Prez Reynolds said that, for the first time, all of the Roost Professional Discourse sessions will be broadcast on a webcast to about 30 sites that have signed up for it. Thanks to Price, Waterhouse, Coopers for arranging, conducting, and funding the broadcast. They can be accessed on the Ptero website, aoptero.org. Regarding the proposed By-laws change to establish the position of Executive Director who will be paid a nominal annual stipend to be determined by the CGAA Executive Board, Prez Reynolds said a vote on the proposal will be conducted via the Pterogram and/or via email sometime in the near future as will designation of the Executive Director if the proposal is approved. Ptero Communications VP Gary Gamble, Aviator 1826, encouraged approval of the Executive Director position to establish continuity in the Association. [After the business meeting, various Board members conferred with President Reynolds about the proposed changes to the by-laws regarding the Executive Director position. The proposed changes were published in the Pterogram in advance of the business meeting, were discussed

during the business meeting, and there were no objections to the proposed changes. Therefore, the by-law change was adopted as proposed in accordance with article IX of the By-Laws.]

Regarding the vote on the proposed slate of officers for the next two years that was published in Pterogram 2-13, Prez Reynolds said that he and VP Ptero Joe Baker, Aviator 2511, discussed the situation with other people and Prez Emeritus Smith. It was decided that Reynolds and Baker will stay on as Prez and VP, but there will be a search committee established to select a new Prez and VP over the next couple of months who will assume their duties by the end of 2013. Prez Reynolds solicited volunteers to assume the Prez duties.

Ptero Jay Crouthers, Aviator 1360, proposed Hawaii as the site of our next Roost. He said that Ptero Rick, Aviator 1396, and Marie DiGennaro volunteered to help with Roost preparations. Jay said he will look for a volunteer Roost Committee chairman and committee members if Hawaii is approved. Ptero Ben Stoppe said we have to have a commitment from the local retired Pteros in Hawaii to host the Roost before approving that venue. Jay said there will be people there to make it work. Ptero Bob Workman suggested that the CGAA charter a flight from San Francisco for Roost attendees to fly aboard for the Hawaii roost. Ptero Prez Reynolds proposed that the 2015 Roost be at Cape Cod. There were no objections. Jay made a motion that the next three Roosts be in Hawaii 2014, Cape Cod 2015, and at ATC Mobile in 2015. Jeff Hartman seconded the motion. The motion was approved.

[Subsequent to the Roost, Jay reported that a suggestion was made that the Hawaii Roost be delayed until 2015 and a cruise package would allow us to have a cheaper airline fare with everything included in the one price per person except their alcoholic beverages. This would allow us to make a PTERO-CATION out of the Roost and people could even bring kids along; that might make it better for our younger Pteros with families. The possibilities are exciting and the delay would allow families to work the week-long Pterocation in early September 2015 into their long-term budget/plans. Jay further reported that Ptero Joe Amaral, Aviator 1030, has volunteered to ramrod the Cape Cod Roost. The

Ptero Board approved the revised Roost schedule for 2014 and 2015. We'll be at the Cape 18-21 September 2014.]

Prez Reynolds announced that next year will be the Year of the CG at the Navy Memorial in Washington, D.C. and solicited donation of aviation-related items for that display.

The Professional Discourse sessions began with a State of CG Aviation briefing by Ptero Mitch Morrison, Aviator 3014, Chief of Aviation Safety (CG-1131), Mel Bouboulis, Aviator 2915, Chief of Aviation Engineering (CG-41), and Chris Martino, Aviator 2701, Chief of Aviation Capabilities (CG-711). There are 26 CG aviation units operating about 200 aircraft. The last HU-25 will retire by 1 October 2014. Unmanned Aerial Systems (UAS) is on the horizon. Its pilots are at least second tour aviators, mostly from AirSta Corpus Christi. They also maintain their operational aircraft qualifications. CAPT Martino said we're still the best pilots and maintainers in the world; we need to continue to be as professional as possible. The Grumman J2F-4 'Duck' recovery mission is now a DOD Joint POW/MIA Accounting Command (JPAC) mission since it involves the recovery of remains of wartime aviators. The 2013 survey did not reveal a large intact airframe as initially anticipated. The marker left at the site last year was finally located under 7-8 feet of snow on about the sixth day of this year's expedition. The team had to abandon the site three times this year due to hurricane conditions. The 'Duck' recovery is JPAC's #1 priority for missions next year.

The CG and its Strategy in the Arctic Region was briefed by Dr. John T. Oliver and LCDR Iain McConnell, Aviator 3563. Dr. Oliver said there's serious oil and gas exploration now in the Arctic and the potential for numerous shipping routes. There's a cornucopia of mineral wealth in the Arctic: 13 % of the world's undiscovered oil and 3 % of the world's undiscovered gas. About 1.5M people went to the Arctic in 2013 for 'adventure tourism.' The CG wants to ensure safe, secure, and environmentally responsible maritime activity in the Arctic. LCDR McConnell said that Russia's National Security Staff has agreed to cooperate fully with the U.S. National Security Staff on the Arctic Maritime Initiative.

Ptero Les Smith, Aviator 1676, chaired

a panel on Emerging Technologies. Other panelists were Chris Lutat, President of Convergent Performance, LLC, and LCDR Jeff Vajda, Aviator 3568, the UAS Platform Manager. Les mentioned the improvements in FAA instrument approach equipment and capabilities. Chris told us how CG aviation became a plankowner in automation airmanship. Jeff gave us a status report on UAS. The mission of UAS is to get the right sensors in the right place at the right time for a long time.

All discourse attendees enjoyed a delicious buffet lunch sponsored by Gulfstream Aerospace Corp.

The keynote speaker was the Hon. Sean O'Keefe, Chief Executive Officer, EADS North America. His topic was



Risk Management: dealing with things that happen without notice, e.g., loss of the Space Shuttle Columbia in 2003. He said we have to practice due diligence and establish parameters of risk that are 'acceptable' based on historical factors. We have to consider the mundane, not just the obvious. Risk is the invisible copilot in every cockpit on every flight. You have to constantly test your standards. Don't be complacent or reckless. He said his presence at the luncheon was a personal obligation of his because he owes his life to CG aviation. The CG rescued him from an aircraft crash in Alaska despite terrible weather conditions. He said he's darn grateful for what the CG does every day. Ptero Prez Reynolds presented Mr. O'Keefe with a copy of 'Float Planes & Flying Boats.'

CAPT Jim O'Keefe, Aviator 3008, moderated the Significant SAR Cases discourse session. The panelists were AM2 (Ret.) Vic Rouland who rescued 66 people in the Yuba City, CA flood on 24 December 1955, LT Mike Myers, Aviator 3835A, who piloted the C-130 responding to the HMS Bounty sinking in superstorm Sandy on 28 October

2012, LCDR Steve Cervený, Aviator 3509A, who piloted the H-60 responding to the HMS Bounty sinking, AET1 Josh Adams who was a crewman on the C-130, AST2 Randy Haba who was the Rescue Swimmer on the H-60, LCDR Brian McLaughlin, Aviator 3618, who flew on the Alaskan Ranger sinking 200 miles off St. Paul Island and 150 miles west of Dutch Harbor, Alaska in 2008, and Ptero Mont Smith.



Vic's case took 12 hours in an HO4S with one pilot and one crewman when he was 22. The helo never shut down while refueling. He was the first undesignated CG Rescue Swimmer. LT Myers and LCDR Cervený gave riveting descriptions of their Bounty rescue efforts that saved 14 of 16 crewmembers.

LCDR McLaughlin spoke about how 42 of the 47 souls on the Alaskan Ranger were saved. Ptero Mont described the sinking of the 600ft. 'Marine Electric' off Chincoteague, Virginia in 1983. Thirty lives were lost and there were three survivors. He said the frustration of not being able to hoist the helpless survivors led to the establishment of the CG Rescue Swimmer program.

ASTCM Shane Walker, director of the Rescue Swimmer program from CG-711 who rescued 129 people after Hurricane Katrina in 2005, briefed us on the beginnings of the advanced Rescue Swimmer program in 1996 and the new Rescue Swimmer facility in Elizabeth City, NC that opened in 2012. [See related story on P. 13 of Pterogram 1-13] It has state-of-the-art full storm effects including 60 kt. Winds and a three-foot chop. Its realism brings back memories of the 9D5 Dunker, the adventure that's better than any ride at any amusement park anywhere.

Ptero RADM Jim Van Sice, Aviator 1777, moderated the 'CG Aviation-

Interoperable with many Agencies' panel. The panelists were Chris Martino, Ptero Mike Emerson, Aviator 2799, Chief of Interoperability for the Dept. of Homeland Security, CAPT Tom Swanberg, Aviator 3065, and LCDR Zach Mathews, Aviator 3695, Ops. Officer of the National Capital Region H-65 interdiction program. We now have liaison officers assigned to many agencies. The CG and the Customs and Border Patrol

are working well together. The CG has a visible presence in the air over D.C. as part of the National Capital Region Air Defense umbrella. CAPT Emerson said DHS has a lot of enthusiasm for aviation commonalities now; there's a constructive climate. We're building on small successes. CAPT Swanberg said Customs and Border Patrol loves the CG. CAPT Martino said there are opportunities for overlap and economies of scale; that's needed in this budget climate.

Everyone enjoyed the food and fellowship at the 'Stand-up Dinner' on Friday night sponsored by Sikorsky Aircraft Company. Ptero Prez Reynolds presented Sikorsky Rep. Ptero Dave Spracklen, Aviator 2387, a plaque commemorating 70 years of CG teamwork



with Sikorsky. Sikorsky provided napkins and keepsake wine glasses and Dave handed out a 70th anniversary commemorative coin to all attendees. I call it the 'Jim Thach Memorial' coin since Jim was the beloved Sikorsky Rep. to the CG for over half of those 70 years.



Pteros VADM John Currier (L) and RADM Dave Belz, Av. 1579, swapping sea stories.



Roost Photographer Ptero Bob Powers (r), & Alma Powers with Ptero Rob Hardman, Av. 1709, & Sue Hardman at cocktail party.

Saturday's Professional Discourse sessions kicked off with the CG and the Just Culture by Pteros Mont Smith and Craig Hoskins, Aviator 2725. Mont said he and Craig are trying to improve the safety concept in U.S. aviation. 'A Just Culture' is a way of looking at the behavior of people: deviations from normal and expected behavior, and changing the safety culture of an organization for the better. There are generally three types of human behavior and associated remedial actions: we console human error, we coach and mentor to correct 'at risk' behavior, and we do not tolerate reckless behavior (a behavioral choice to consciously disregard a substantial and unjustifiable risk.) There needs to be a focus on pro-active management of systems design and encouragement of proper behavioral choices. This supports a reporting culture and, hence, a learning culture. We want people to report off-normal events or observations on a voluntary basis. Management decisions need to be based on where limited resources can be applied to minimize the risk of harm. We have to address system risk and behavioral risk. Craig said 'aviation is the same circus; it's just a different set of clowns.' Risk=severity vs. likelihood. Safety approximates the reasonableness of risk. Training sets us up for success. We have an obligation to be accountable for our actions. The challenge is to become pro-active in risk management. Policy, procedure, and practice need to be aligned.

Ptero VADM Currier spoke to us on 'The Management of Risk.' He said the Pteros have a valued relationship with the aviation enterprise. Aviation is much more complex now, and so are the missions. The fundamentals of aviation haven't changed: 'aviate, navigate, com-

municate.' A safety culture needs to be present. Proficiency needs to be incentivized through performance evaluations. There needs to be demonstrated leadership in the competency you chose. We need to take smart risks; dumb risks are dereliction of duty. The probable loss of crew is not warranted. Warranted risk is deviation from normal operations after fully considering the situation. Risk aggregates; some is controllable, some is not. Everyone needs to understand the spectral nature of operational risk.

We learned from the seven fatal CG accidents in the past few years that the mishap investigation system was broken. It's now more timely and relevant. We owe the taxpaying public professional behavior. He said he thanks God every day that he was blessed to be a CG aviator. We are the stewards of CG aviation.



Ptero Enlisted Ancient Al MacDougall said he supports the risk management process but he's concerned about the value of trust between pilots and aircrewmen. It's been devalued, and that's a mistake. It's the most important thing in the aircraft. A mission is like a dance; everyone needs to be listening to the music. If not, trust suffers. High Year Tenure is hitting us like a freight train in CG aviation; we need to hold on to our valuable people. The guys on the hangar deck are concerned about their careers; it's a very dangerous situation. They need to be focused on what they do and build and maintain their confidence level; and CG leadership needs to focus on that. It's critical to the environment of risk and trust. We need to develop the relationship to enhance our unique situation in the aircraft.

The next panel was a 'Retrospective of CG Aviation: Then and Now,' moder-

ated by Ptero Craig Hoskins, featuring six distinguished Ancient Albatrosses (some more 'ancient' than others): Pteros VADM Deese Thompson (AA #10), Aviator 683, VADM Howie Thorsen (AA #13), Aviator 776, RADM Jim Olson (AA #19), Aviator 1563, RADM Dave Kunkel (AA #20), Aviator 1726, RADM Gary Blore (AA #22), Aviator 1850, and VADM John Currier (AA #23), Aviator 1877. They focused on comparing the culture of aviation; where it was and where it is now. Now, you do have to come back. VADM Thompson said he used to fly with people that, just getting into the airplane with them was an unwarranted risk. It's fortunate that this session was recorded. It was a fascinating treasure trove of reflections and anecdotes about CG aviation history and cultural changes.

We were briefed during our box lunch by Ptero CDR Frances Messalle, Aviator 3351, AirSta Washington CO, about her unit. She said that she loved that a FW'er was giving a lecture that included box lunches. LCDR Zach Matthews, Ops. Officer of the National Capitol Region H-65 interdiction program, representing AirSta Atlantic City CO CAPT Pete Mingo, Aviator 3262, who was on TAD, briefed us on the role of the CG in defense of the Nation's Capitol area. He said that the people of AirSta Atlantic City are the 'A Team.'

Our final discussion was on the plans for the new National CG Museum in New London, CT and how we can help that effort. Panelists included RDML Steve Poulin, Director of CG Governmental and Public Affairs, Scott Price, Deputy CG Historian, Arlyn Danielson, CG History Collections Manager, Ptero Jack McGrath, P-2666, CG Heritage Museum Board President, Ptero Tom King, former CGAA VP for Museums, and Ptero Tony Hahn, Aviator 3158, CG Public Affairs Division Chief.



RDML Poulin said the CG Museum project started in '99; we're the only military service without a museum. Congress didn't allow use of CG appropriated funds except, as necessary, for op-

erations and maintenance. The updated plan is going to Congress in February. The cost is \$80-\$100M. The State of CT has pledged \$20M. The National CG Museum Assn. is doing fundraising. Estimated completion date is 2017. It will be a hub for CG history and heritage and a place that we can call home.

Ptero Bob Workman said today's operations are tomorrow's history; the active duty folks need to remember that and give more support to the historians. The website is coastguardmuseum.org.

Ptero Tony Hahn briefed us on the restoration of HH-52A CGNR 1415 by AirSta Port Angeles active duty and Ptero volunteers for the Seattle Museum of Flight. He said that we have twenty thousand CG artifacts in our collection that are worth about \$100K. Ptero King briefed us on the Log Book, Aircraft Assignment History, and Flight Manual preservation projects. The Log Books of 60 early CG aviators have been copied.

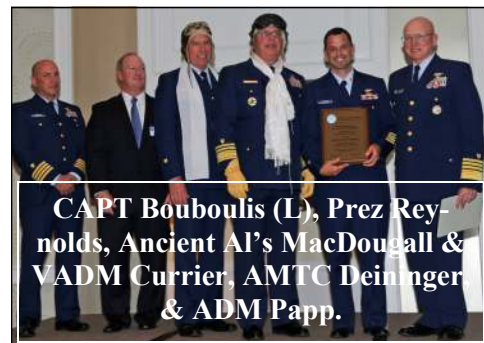
Ptero Prez Reynolds presided at a sumptuous Awards banquet enjoyed by 223 Pteros, spouses, awardees, and guests. A wonderful collection of vintage photos of CG aircraft, bases, and aviation personnel prepared by Ptero Mont Smith was shown to the audience. In his comments, Ptero VADM Currier said the value of the Ptero Roost and the Pteros is incalculable. They're the guardians of our traditions. He said Ptero Bob Workman's book, 'Float Planes and Flying Boats,' is magnificent. Everyone should read it, especially junior officers, to understand and value their heritage.' He said to 'never compromise the fact that we'll get the job done; but take smart risks, not dumb ones. We're in the worst budget times that we've ever seen. CG aviation has a bright future. Never have we been more relevant in the minds of the taxpayers than we are now due to our professionalism. We ask a lot of our spouses; they've earned our gratitude. Let's band together to honor the 100th anniversary of CG aviation and our past.'

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to LCDR Jason Gelfand, Aviator 3676A, and LT Caroline Kearney, Aviator 4329, from AirSta North Bend. They were recognized for OUTSTANDING PERFORMANCE NOT ONLY WITHIN AIR STATION GROUND AND AIR OPERATIONS BUT EXTENDING

BEYOND TO LOCAL SURFACE UNIT OPERATIONS, SERVICE-WIDE MH65 OPERATIONS AND THE BROADER NAVAL AVIATION COMMUNITY. THEY WERE PROACTIVE, INNOVATIVE AND PERSISTENT IN THEIR CONSISTENT EFFORTS TO SHARE AND INSTILL PRINCIPLES OF SAFETY AND RISK MANAGEMENT RESULTING IN A ROBUST AIR, GROUND AND OCCUPATIONAL SAFETY PROGRAM CONSIDERED BY THE COMMAND TO HAVE SUBSTANTIALLY INCREASED THE SAFETY AWARENESS OF SECTOR PERSONNEL IN OPERATIONS AS WELL AS NON-OPERATIONAL ACTIVITIES BOTH ON AND OFF DUTY. THEY AUTHORED SEVERAL WELL RECEIVED ARTICLES PUBLISHED IN COAST GUARD AND NAVAL AVIATION PERIODICALS AND MADE VALUABLE CONTRIBUTIONS TO COAST GUARD NATIONAL FLIGHT SAFETY CONFERENCES AND TRAINING PROCEDURES. THEY CREATED A UNIT SAFETY PUBLICATION AND PROMOTED LOCAL AWARDS WITHIN THE SECTOR FOR INDIVIDUALS NOTING, CORRECTING AND REPORTING HAZARDS. THEY PARTNERED WITH REGIONAL FAA AND WEATHER SERVICE PERSONNEL TO ENHANCE INTERAGENCY COMMUNICATIONS AND UNDERSTANDINGS AIMED AT REDUCING HAZARDS.

THEIR COMMANDING OFFICER EXPRESSED THAT THEIR IMPRESSIVE LEADERSHIP AND CONTRIBUTIONS HAVE BEEN FELT WELL BEYOND AIR STATION NORTH BEND AND HAVE HAD POSITIVE INFLUENCES ON THE MH-65 FLEET, CG AVIATION AS A WHOLE AND OUR PARTNERS IN BOTH THE DEPARTMENT OF DEFENSE AND ALLIED NATIONS.

The Chief Oliver Berry Aviation Maintenance Award was presented to AMTC Kevin Deininger from AirSta Barbers Point.



CAPT Bouboulis (L), Prez Reynolds, Ancient Al's MacDougall & VADM Currier, AMTC Deininger & ADM Papp.

He was commended for DEMONSTRATED EXEMPLARY PERFORMANCE, TECHNICAL EXPERTISE AND LEADERSHIP AS THE HC-130H METAL SHOP SUPERVISOR, CORROSION PREVENTION PROGRAM COORDINATOR, PRIMARY QUALITY ASSURANCE INSPECTOR AND NIGHT SHIFT SUPERVISOR. HE OVERSAW THE WORK OF 15 MAINTENANCE PERSONNEL ACROSS TWO SHIFTS AND WAS RESPONSIBLE FOR ALL CORROSION RELATED MAINTENANCE ON FOUR OPERATIONAL AIRCRAFT STAGED IN THE FLEET'S WORST ENVIRONMENT FOR CORROSION. AN EXCEPTIONAL MENTOR, HE PERISTENTLY AND ADROITLY CHALLENGED JUNIOR PETTY OFFICERS IN THEIR PROFESSIONAL DEVELOPMENT. AS AN EXAMINER OF UNIT LOAD MASTERS AND DROP MASTERS, HE PERFORMED INSTRUCTOR, STANDARDIZATION AND UPGRADE FLIGHTS. HE WAS A PROFESSIONAL DEVELOPMENT COACH FOR THE SERVICEWIDE RATING PERFORMANCE QUALIFICATION SYSTEM LEADING TO 20 PETTY OFFICER QUALIFICATION SIGNOFFS AND TIMELY COMPLETION OF ALL ADVANCEMENT RE-

QUIREMENTS FOR 5 JUNIOR PETTY OFFICERS UNDER HIS DIRECT SUPERVISION. HIS EFFORTS ENSURED THAT 66 AVIATION ENGINEERING MEMBERS WERE ELIGIBLE TO TAKE THE MAY SERVICEWIDE EXAM. IN ALL OF HIS MANY DUTIES, HE MET OR EXCEEDED ALL EXPECTATIONS, DEMONSTRATING EXTRAORDINARY STEWARD-



CAPT Martino (L), Prez Reynolds, Ancient Al's MacDougall and VADM Currier, LCDR Gelfand, LT Kearney, and ADM Papp.

SHIP, SUPERIOR DEDICATION AND OUTSTANDING LEADERSHIP AS WELL AS SUPREME TECHNICAL KNOWLEDGE.



The CDR Elmer Stone Fixed Wing Rescue Award was presented to the crew of HC-130J CGNR 2004: LT Frank McIntosh, LT Michael Myers, Av. 3835A, AET1 Joshua Adams, AMT1 Hector Rios, AMT3 Jesse Embert, AMT3 Eric Laster, and AET3 Joshua Vargo. 2004 LAUNCHED FROM RALEIGH-DURHAM INTERNATIONAL AIRPORT, THE STAGING AIRPORT FOR HURRICANE SANDY, ON THE MORNING OF 29 OCTOBER 2012 IN RESPONSE TO THE DISTRESS OF HMS BOUNTY FOUNDERING 80 MILES OFF CAPE HATTERAS DURING THE STORM. 2004 DEPARTED INTO COMPLETE DARKNESS, MODERATE TO SEVERE TURBULENCE, 60 KNOT WINDS AND TORRENTIAL RAIN. DESPITE AIRCRAFT SYSTEM FAILURES TO THE PROPELLER ANTI-ICE AND RADAR EQUIPMENT, THE CREW OF 2004 PROCEEDED TO BOUNTY AND WITH WORSENING CONDITIONS AND TURBULENCE, DESCENDED TO 500 FEET ABOVE THE TURBULENT WATER WITH VISIBILITY OF ONLY ONE MILE IN THE DARK AND RAIN. SENSING THE URGENCY OF THE SITUATION BASED ON CONDITIONS AND THE BOUNTY CAPTAIN'S RADIO TRANSMISSIONS, 2004 URGED THE DISPATCH OF ADDITIONAL RESCUE ASSETS. WHEN BOUNTY RADIOED HAVING TO ABANDON SHIP, 2004 PREPARED TO AIRDROP TWO LIFE RAFTS AND A MARKER BUOY. PO'S LASTER AND EMBERT MOVED AFT IN THE AIRCRAFT POSITIONING TWO 60-POUND 8-MAN RAFTS TO DEPLOY. FIGHTING AIR SICKNESS AND SEVERE TURBULENCE THAT WOULD AT

TIMES TAKE THE DECK OUT FROM UNDER THEIR FEET, THEY MADE A NON STANDARD DROP OF THE LIFESAVING EQUIPMENT

WITHIN PARAMETERS NEVER PRACTICED NOR CHARTED IN C-130J MANUALS. AFTER THE DROP, THE CREW IN THE CARGO BAY CRAWLED

FORWARD REQUESTING THE PILOTS TO RAISE THE RAMP FROM THE COCKPIT DUE TO THE SEVERE TURBULENCE. REACHING MINIMUM FUEL TO RETURN, 2004 PROCEEDED BACK TO RALEIGH-DURHAM, WHILE BRIEFING A RELIEF C-130J AND TWO MH-60T HELOS EN ROUTE THE SCENE. THE AIRMANSHIP AND ACTIONS OF THE CREW OF 2004 WERE ESSENTIAL IN BEGINNING THE SEQUENCE OF EVENTS ULTIMATELY RESCUING 14 MARINERS FROM THE WRECKAGE OF BOUNTY.



The CAPT Frank Erickson Rotary Wing Rescue Award was presented to the crew of MH-60T CGNR 6012: LCDR Steve Cerveney, Av. 3509A, LT Jane Pena, Av. 4330, AST2 Randy Haba, and AMT3 Michael Lufkin. ALERTED TO THE SERIOUS SITUATION OF HMS BOUNTY OFFSHORE, 6012 LAUNCHED ON THE MORNING OF 29 OCTOBER 2012 INTO DARKNESS, TURBULENCE, 60 KNOT WINDS AND DRIVING RAIN BANDS. THE FIRST RESCUE HELO TO REACH THE SCENE, 6012 EXECUTED AN INSTRUMENT DESCENT UNDER NO ILLUMINATION AND GAINED VISUAL CONTACT

WITH THE SURFACE AT 300 FEET. IMMEDIATELY VETORED BY C-130 TO A SURVIVOR FLOATING FREELY IN A SURVIVAL SUIT AMIDST THE DEBRIS FIELD OF BOUNTY AND REALIZING THAT CONDITIONS WERE WORSE THAN EXPECTED, RESCUE SWIMMER PETTY OFFICER HABA WAS LAUNCHED INTO GALE FORCE WINDS AND 30 FOOT SEAS TO RESCUE THE SURVIVOR. AFTER TWO FAILED ATTEMPTS DUE TO THE LARGE WAVES AND STRONG CURRENT, LCDR CERVENY AGGRESSIVELY MANEUVERED THE HELO INTO POSITION FOR THE SUCCESSFUL HOIST OF THE SURVIVOR AND SWIMMER TO SAFETY. 6012 THEN INVESTIGATED TWO EMPTY RAFTS AND LOCATED THE REMAINING BOUNTY CREW SHORTLY AFTER DAWN IN TWO OTHER LIFE RAFTS. WITH LT PENA MONITORING ALTITUDE CORRECTNESS FOR INCOMING WAVES, PETTY OFFICER LUFKIN EXPERTLY CONNED THE PILOT TO POSITION THE AIRCRAFT AND LOWERED THE SWIMMER INTO THE CHURNING DEBRIS. DEMONSTRATING DETERMINATION, FLAWLESS TEAMWORK, CREW COORDINATION AND EXCEPTIONAL AERIAL SKILL, THE CREW SUCCESSFULLY RESCUED FOUR SURVIVORS DESPITE THE SWIMMER LOSING HIS MASK AND SNORKEL

IN THE BREAKING WAVES. THEIR METICULOUS SEARCH OF BOUNTY WRECKAGE SET THE STAGE FOR THE RAPID RECOVERY OF THE REMAINING NINE SURVIVORS AFTER 6012 WAS FORCED TO DEPART SCENE DUE TO FUEL REMAINING. DURING THE TWO HOUR RETURN FLIGHT THROUGH 60 KNOT WINDS AND TURBULENCE, PETTY OFFICER HABA CONTINUE TO PROVIDE MEDICAL CARE TO THE FIVE SURVIVORS UNTIL THEY COULD BE TRANSFERRED TO AWAITING EMERGENCY MEDICAL PERSONNEL. [See 'Roost Report' on P. 17]

Mail Call! This issue's mail is brought to you by Air Sta Brooklyn's September 1947 Gander Rescue HNS-1 helicopter; From l to r: Lt. A. N. Fisher, USCG Cape Cod Mass. [;] Lt. Stewart R. Graham, Long Island, N.Y. [;] Oliver F. Berry, ACMM [;] Leo Brzycki, ACMM, Chicago, Ill. [;] Cozy Eldridge, ACMM, Macon, Ga. [;] Merwin Westerberg, AMM1c, Cromwell, Conn." USCG photo by "Donohoe." [Photo courtesy of Ptero Jerry Mohlenbrok, Aviator 951...Ed]



Roost 2013 Reflections

As co-chairmen of the planning committee, and with profound gratitude for your selfless dedication to a highly successful annual meeting of the CG Aviation Association, VADM Vivien Crea and I salute you and wish to express our pride in the close teamwork between our organization and today's U.S. Coast Guard. Your commitment to planning and coordination excellence was evident throughout the past seven months and this past weekend. I have always advocated de-centralized management...I like to give people the task and resources, and watch with satisfaction as they soar to high accomplishment. You outdid yourselves this weekend.

I have received dozens of expressions of admiration for our Commandant, who honored us and showed the true devotion and compassion of the meaning of a shipmate.

Sean O'Keefe inspired us to hold our flag high. His respect for our service echoed over and over throughout his remarks.

We heard of changing environmental conditions and geo-politics of the high Arctic, and were updated on the JPAC/CG mission to recover the J2F-4 Grum-

man Duck crew and B-17 crewman who flew into eternity.

Our "Ancient Al's Panel," moderated by a gifted aviation professional, gave proof that "Semper Paratus" is a motto passed from generation to generation as technology and missions change.

We heard from the leadership cadre of the air stations we recognized...both of which are engaged in special missions of high national significance.

We heard of vast improvements in risk management, threat and error management, and the Just Culture. Our historians and government/public relations staff gave us insight into new horizons just around the corner including a new headquarters and a National CG Museum in the offing.

Most especially, we showcased the men and women who set incredibly high standards and exceeded them...keeping our aircrews safe and our aircraft reliable...so that two of the many fine crews could rescue 14 lives in terrible conditions on the high seas. And, in the absence of appropriated funding, we brought our awardees together and sustained them through fiscal planning and fiduciary responsibility, ever mindful of CG ethics and standards of conduct.

Finally, on a serene Sunday morning, we met at Arlington National Cemetery in silent reverence for the ultimate sacrifice made by over 200 of the CG Aviation community who gave their lives through the years in the line of duty. Our Ancient Al and CGAA president spoke eloquently of their contributions to our lore and our reputation for excellence. Our Honor Guard radiated professionalism and military bearing.

As an old cowboy, this will be my last rodeo. I'll still be a supporter, but it's time for me to take a seat way in the back of the theater. As Kenny Rogers once sang, "You have to know when to hold 'em, and know when to fold 'em." God bless you all.

Ptero Prez Emeritus Mont Smith, Aviator 1520

Sikorsky 'Winged S' Lady

I retired in 1977 and, over the years, somehow my 'Winged-S' pin had disappeared. I called Sikorsky Aircraft, asked for the person who could help me find a replacement, and was directed to a gracious lady named Christine Gentile. We talked for quite a while, including a discussion of the AOP (aka the Coast Guard Aviation Association), and I was surprised to learn she had never heard of our august organization.

I recently received my replacement 'Winged-S' pin, true to her word, and I offered to put her in touch with the Pterodactyls. It also occurs to me that there may be other Pteros who have misplaced their pins over the years, and perhaps it would be helpful to publish Christine's contact info in the next issue of the Pterogram. And it would be very thoughtful of us to invite Christine to become an honorary member. In any case, here is her contact info:

Christine Gentile, Sikorsky Aircraft Corp, [203-383-7954](tel:203-383-7954), christine.gentile@sikorsky.com.

Ptero Tom Finnegan, Aviator 834 (Lifer)

Christine just moved to a new job and her replacement has not been named yet. Her recommendation is to email requests for replacement Winged-S awards to customerawards@sikorsky.com. This way, no matter who has the job, there is a central communication path to request a replacement Winged-S.

Another path is www.sikorsky.com and click on the Awards Section in the lower left corner of the page. You can apply for Rescue Awards, etc. there.

Ptero Dave Spracklen, Aviator 2387

HH-3F Sighting

My cousin, Jim, sent me this picture of an HH-3F at the Freedom Museum USA in Pampa, TX. I didn't find it listed on the aoptero.org site. He didn't have a number. Looks in pretty sad shape. Ptero Gary Grow, Aviator 1205



Coast Guard Air Station Cape Cod By Ptero LTJG Travis Christy, Aviator 4471



The Coast Guard is renowned for many things, but perhaps most of all, for its ability to balance a rich history and challenging future along the fine meeting point of the present. At Air Station Cape Cod (ASCC), this is no less true. In fact, despite changing facilities, air assets, and mission sets, the station's tenacity to deliver high quality and professional service has proved a lone constant in an otherwise dynamic operating environment.

Coast Guard aviation roots trace as far back as May 1925 and as far away as Ten Pound Island (near Gloucester, MA). Since then the location of ASCC has never stopped adapting. Forced by expansion to abandon its original home on Ten Pound Island in 1935, the air station relocated to Salem, MA with a meager staff of 35. Years later, the advent of the helicopter caused the station to once more seek a new location in favor of one that was both larger and more centralized. These requirements led to a partnership with the Department of Defense in 1968 and a new Coast Guard air station on the Massachusetts Military Reservation (MMR) where Otis Air Force Base conducted flight operations at Otis Airfield. Nestled between the towns of Sandwich, Mashpee, and Falmouth, Air Station Cape Cod was officially established two years later, on August 29th 1970.

Today, Otis Air Force Base is now Otis Air National Guard Base and no longer flies jets but conducts intelligence operations. "Otis Tower" is now "Coast Guard Tower" and Air Station Cape Cod owns and operates all airfield functions. Even the MMR was renamed in July 2013 to Joint Base Cape Cod to reflect the variety of services jointly operating on the grounds. Currently, 520 Coast Guard personnel from seven commands in addition to the air station are attached to Joint Base Cape Cod including the

Northeast Regional Fisheries Training Center, Port Security Unit 301, Marine Safety Detachment Cape Cod, Communications Station Boston, Forcecom Armory Cape Cod, Electronic Support Detachment Cape Cod, and the Coast Guard Exchange and Commissary.

This cycle of development and adaptation over time is equally apparent when one looks at ASCC's aviation assets. From the cradle of Ten Pound Island came three Loening OL-5 amphibious aircraft, painted in a brilliant yellow, and purchased with funds appropriated by Congress in the amount of \$152,000 (total). From this meager starting point, the air station expanded its inventory to include multiple fixed and rotary wing assets.



Adding to the station's legacy aircraft, ASCC recently discontinued its use of the HU-25 Falcon after over three decades of service. At the unit's main gate, a Falcon and a beautifully renovated HU-16E Albatross (CGNR 7250, the last amphibious fixed wing aircraft in the U.S. military arsenal) stand as a testament to ASCC's rich aviation history.

Today, the air station maintains a complement of four MH-60T helicopters and three HC-144 medium range surveillance aircraft (all painted in the now iconic Coast Guard orange and white). Both fixed and rotary wing assets are markedly improved from their predecessors in terms of avionics and mission capabilities, putting the men and women of ASCC on the cutting edge of aviation technology.

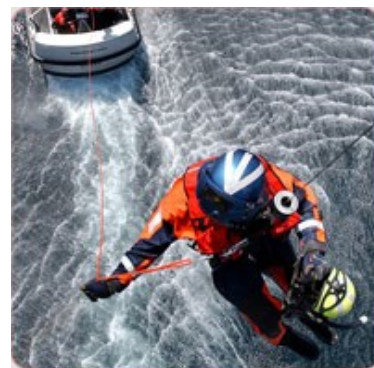
The final area in which adaptability has become the hallmark of Air Station Cape Cod is its mission set. Despite a constant and often high profile search and rescue presence, ASCC is by no means a one trick pony. In fact, from the early days of Prohibition, when aircraft patrolled the coast in search of rum runners, to the anti-submarine patrols of World War II, the missions of ASCC's earliest predecessors were as diverse as they were challenging.

In the current operating environment, this ability to perform legacy missions while simultaneously branching out and

developing new capabilities is an essential part of doing business. To illustrate this, ASCC still upholds its primary capability of launching aircraft within 30 minutes of a call, day or night in the most severe weather the Northeast can dish out in addition to honing its abilities as the premier Airborne Use of Force platform on the East Coast and while standing up new aircraft and facilities for the HC-144 program.

With an area of responsibility (AOR) that stretches from the Canadian border to the New Jersey coast, ASCC has a coverage area that is as diverse as its mission set. Due in part to this expansive AOR and in part to the unflinching readiness of its personnel, in an average year, ASCC will conduct 250 search and rescue cases, save 58 lives, MEDEVAC 50 people, and provide assistance to 89 others in distress. These numbers are a testament to the decades of adaptation that ASCC has endured on all fronts, in order to perform at a level of excellence that places them at the very height of their profession.

Despite numerous changes in facilities, aviation assets, and mission requirements over the years, Air Station Cape Cod has kept three things constant. The first is its promise to the public "to protect life, property, and the marine environment in



service to the [people] and our country." The second is its promise to the military community "...[to] strive for excellence in serving New England military personnel with the finest in community service and quality of life support." The last is a personal and professional promise that every Air Station Cape Cod member makes when they step out upon the flight line. The promise to be, "Always Ready and First to Fly," no matter what the future might hold.



Dilbert Dunker

By Hill Goodspeed, National Naval Aviation Museum Historian
[Re-printed with permission from the Fall 2013 issue of 'Fly-By,'
The Magazine of the Naval Aviation Museum Foundation...Ed]



Dilbert, the cartoon character depicting an aviator that was featured in training literature beginning in WW II, finds himself underwater.

Although it was Hollywood that introduced the device to the general public in the motion picture *An Officer and a Gentleman*, for generations of Naval Aviation personnel the “Dilbert Dunker” that sent them plummeting into a pool during water survival training was a rite of passage. Whether they enjoyed the ride or dreaded the experience, everyone who took the plunge owed this aspect of their training to a World War II era Massachusetts Institute of Technology engineer.

The prospect of making a forced landing at sea was something that resided in the backs of the minds of every Naval Aviator who climbed into a cockpit beginning with Lieutenant Theodore G. Ellyson, the Navy’s first aviator. On 31 July 1912, during experiments with an early catapult system at Annapolis, Maryland, the A-1 *Triad* that Ellyson was flying reared up and was caught in a crosswind, sending him and the airplane plunging into the Severn River. During Naval Aviation’s earliest years, Naval Aviators could take comfort in the fact that the sea service primarily operated seaplanes and flying boats that were equipped to land on water. That began to change in 1919 when the Navy employed surplus foreign-built World War I era fighters in experiments operating wheeled aircraft from temporary wooden flight decks erected on battleships. Ex-

pecting some of them to have to ditch in the water, the Navy installed equipment on the planes in the event of such an occurrence, including a hydro vane fitted forward of the landing gear to prevent the plane from nosing over on impact and flotation bags beneath the wings that the pilot would trigger in order to keep the plane afloat long enough for it to be salvaged.

As evidenced above, while there was great interest in preserving the aircraft, there was no specialized training for the pilot, even into the early months of World War II. At the Battle of Midway, a number of F4F-4 *Wildcat* fighters from Fighting Squadron (VF) 8 off the carrier USS *Hornet* (CV-8) were forced to ditch because of lack of fuel. The after action report filed by one pilot, Lieutenant (junior grade) John Magda, later a flight leader of the famed *Blue Angels*, contained the following suggestion. “There should be a landing in water ‘check-off list’ in every plane, because at a time like that there are a few things you may ... forget that prove to be a very dear mistake. There is very little time to do anything after the plane hits the water — 30 seconds at the most.” Lieutenant (junior grade) H.L. Tallman, another VF-8 pilot, wrote, “Shock of landing is not bad, but the water that gushes into [the] cockpit and the splash caused by the impact leads one to believe at the moment that the plane is going right on down. Actually, by the time you’ve recovered your senses (1-2 seconds) the water is up to your neck.”

While words could convey some guidance on ditching at sea complemented by coverage of the subject in the popular Dilbert posters and “Sense Pamphlets” introduced during the war, the Navy realized that there was a need to simulate the experience during training. Enter Ensign Wilfred Kaneb, who received his commission in the Naval Reserve in March 1943, as an A-V(S), the wartime designation for an aviation officer qualified for specialist duties. His orders soon

directed him to NAS Pensacola, where he was tasked with putting his engineering knowledge to work developing a training device to, as Kaneb remembered one senior officer commenting, “Teach them what it is like to be drowning.”

With all due respect to that officer, Kaneb’s objective was not to simulate drowning, but to teach the trainees to orient themselves underwater, though even he later recalled that this was accomplished with “water in every sinus” of those under instruction. Setting to work, Kaneb led a team of engineers in developing a mock-up of what he called the “Underwater Cockpit Escape Device.” Borrowing the name from the cartoon character of an aviator who never did anything right that was featured in training literature, the device was from its earliest days called the “Dilbert Dunker.”

In an April 12, 1944, letter to the Chief of the Bureau of Aeronautics describing the device, the commanding officer of NAS Pensacola wrote that the “Dilbert Dunker” was “an attempt to simulate an actual water crash landing in which the aircraft somersaults and sinks, and from which the pilot must free himself in the most expedient manner.” In order to make the training as realistic as possible, the original dunker featured the surveyed forward fuselage section of an SNJ *Texan* that contained “all equipment in the cockpit that would hinder a pilot’s exit from the cockpit.” This included the instrument panel (minus the instruments themselves) and the stick, rudder pedals and brake pedals, which were spring loaded to simulate actual conditions by holding them in place. In operation, the “Dilbert Dunker” rolled down a track at a 45 degree angle, reaching a speed of 25 miles per hour when it hit the water and overturned, coming to rest underwater in the inverted position.

Kaneb’s design appeared at Pensacola and other locations in the training command, each device handmade and individually tested. The opinions of those who rode it were captured in a September 1944, article in *Naval Aviation News*. “First trippers usually register fear, but a survey of ‘veteran’ dunkers showed recently that out of 311 riders, 306 expressed approval of the device as an aid in training them how to get out of a cockpit.”

The “Dilbert Dunker” was not the

only method of water survival training to appear during World War II and afterwards. In both the Navy and Army Air Forces, fuselage sections of aircraft like the B-29 *Superfortress* and TBM *Avenge* were dropped into the water with crews aboard for the purpose of instructing them on each man's tasks as they exited the airplane, especially retrieving life rafts. Today, a helo dunker provides underwater egress training for rotary-wing platforms. As for the "Dilbert Dunker," it lives on only as an artifact in the Museum collection and in the memories of those who trained in examples of the device during their days in Naval Aviation, from aviation cadets to astronauts, the latter completing the water survival element of their training at NAS Pensacola.

(Some of the background material for this article came from the Wilfred Kaneb Papers, which he recently donated to the Museum. Now over 90 years old, the inventor of the "Dilbert Dunker" lives in Ontario, Canada.)



A sailor tests the Dilbert Dunker at NAS Pensacola in 1943.



The 'real thing,' an F4F-4 Wildcat of composite squadron (VC) 11, ditches during USS Altamaha (ACV-18) flight ops in the Pacific in 1943.

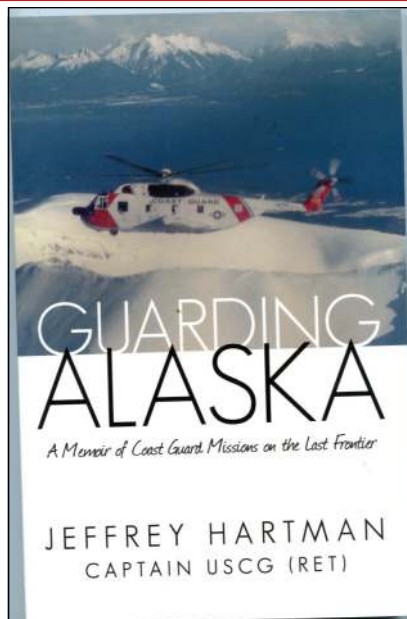


'Guarding Alaska'

By Ptero Jeffrey Hartman, Av. 1128

Book Review

By Ptero Ray Copin, Av. 744



Here is my reply to the question, "What do I think of Jeff Hartman's book about Alaska?" In short, it is terrific. Ptero Jeff, CG Aviator 1128, has compiled a multi-mission treatise which not only will be an interesting read for any-

one interested in Alaska or the CG, but also of significant value to pilots, aircrews and sailors ordered to or who may be ordered to duty in Alaska, and, in addition, it would serve as a great reference on shelves of school and cruise ship libraries. With excellent graphics, photographs and a clear, no nonsense writing style, the author's description of geographic and socio-economic features of Alaska and its history is super project material for a student of geography. The book covers each mission of the CG with tales drawn on personal experience or exacting research. Stirring stories of environment protection and rescue heroism and exceptional skill are interspersed contributing effectively to the telling of how it is to live and fly and, yes, Guard Alaska. This is a great gift for family members and friends, high school to grandparent age.

Ptero Ray Copin

[Jeff's book is available at Amazon.com. Cover price is \$19.95. E-version is \$4.99. You can order from him and he will dedicate and autograph it. Price from him includes 9% Washington sales tax = \$21.75. Total with postage and packaging is \$25 from him. Address is: Captain Jeffrey Hartman USCG (ret) 41 Wellington Court Port Townsend, WA 98368...Ed]



'Roost Report' from 13

THE CREW OF 6012 RECONCILED RISK MANAGEMENT WITH OPERATIONAL IMPERATIVES AND COMPETENCE UNDER EXTREMELY CHALLENGING AND DANGEROUS CONDITIONS.

The Banquet's Honored Guest was Commandant and Gold Ancient Mariner ADM Robert J. Papp. After a hilarious introduction by VADM Currier, ADM Papp said that Pete MacDougall is the only guy who has been in his job longer than him. He commented that he knew and had sailed with the Master of the Bounty who was one of the two crewmen who perished. He noted that all of the survivors were wearing CG-approved survival gear. He said that 'we celebrate and take pride in our CG communities who work together to accomplish the mission. The world looks at us as what a maritime governance organization should be.' He said he's proud of that and all of us. He presented VADM Currier with a certificate designating him an Honorary Cutterman. He said 'don't ever consider losing people as the price of doing business. It will happen, but we need to minimize it. Proficiency gives you the confidence to adjust to the unexpected; it applies to all professions.' He said he's 'proud of our professional reputation in the world, and all of us.' Ptero Prez Reynolds presented ADM Papp with a certificate designating him an Honorary Pterodactyl.

Four wreaths were laid at the CG World War Memorial on CG Hill at Arlington National Cemetery on Sunday morning by Ptero Ancient AI and CG Vice-Commandant VADM John Currier and Ptero Prez Steve Reynolds to honor the memories of Elmer Stone, Av. 1, Jack Rittichier, Av. 997, John Pritchard, Av. 82, PO1 Benjamin Bottoms, and the 220 other CG and 15 CG Auxiliary aviators/aircrewmembers who perished in the line of duty. Prez Reynolds said they were ordinary people who were called upon to do extraordinary things in extreme circumstances. VADM Currier said they're enshrined in our nation's most hallowed ground. An MH-65T flew nearby to add poignancy to the service.

Several 'Roosters' enjoyed brunch back at the hotel before heading home with their memories of a great experience. Thus ended Roost # 37.

[See the Ptero website, aoptero.org, for many more Roost photos...Ed.]





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-2013 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!!**

Honor Graduate

AST3 Matthew J. Yee

Assignment

North Bend

Honor Graduate

Assignment



Newly Designated Aviators

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

CG Aviator Nr.

4476 Jesse A. Cremeans

4478 Gregory B. Snow

4480 Ian M. Sibberson

4482 Joshua D. Rice

Assignment

North Bend

Miami

Clearwater

Cape Cod

CG Aviator Nr.

4477 Kevin B. Carmichael

4479 Stephen D. Bondira

4481 Michael B. Wightman

4483 Alex D. Johns

Assignment

Sacramento

Atlantic City

Miami

Savannah



Tidbits of CG Aviation History By Ptero Mont Smith, Aviator 1520

The following gems of CG aviation history were obtained from my recent review of the Service Records of several early CG aviators:

Did we know that Art Hesford, Aviator 28, received two Silver Lifesaving Awards (1932 and 1937) for saving a total of three people from drowning?

Did we know that Richard L. Burke, Aviator 15, received a Silver Lifesaving Award from the Secretary of the Treasury (Morgenthau) for nearly dying trying to rescue Gunner Thrun?

Did we know that several early aviators applied to "open" the first official CG Air Station at Morehead City, but Charles Sugden, Aviator 4, was selected because of his war record?

Did we know that William Wishaar (later "Wishar"), Aviator 5, was medically retired as LCDR after 21 years of service but was recalled to active duty in 1941 and served as Deputy to the CG

Senior Officer in the 7th Naval District, retiring once again in 1946 as Captain, but receiving only LCDR retiree pay?

We know that Philip Eaton, Aviator 9, commanded Chatham Aviation Station in WWI. Did we know that Eaton "dodged a bullet" following the Court of Inquiry into the circumstances surrounding the crash of USN flying boat, including the plea from a Mr. Howard to Sec. of the Navy Josephus Daniels requesting to know how the Navy disposed of the man who "sent (his) son to a watery grave?"

Did we know Eaton returned to the Coast Guard's Engineer Corps, becoming as RADM the Assistant Engineer of the CG in wartime?

Did we know Carl Olsen, Aviator 20, and Richard Burke, Aviator 15, failed Elimination Flight Training at NAS/NOB Norfolk, but were granted an extra five days training after pleading their case to CAPT Ernest J. King USN, Commanding Officer, and CDR Norman

B. Hall USCG? They subsequently graduated from Pensacola. Olsen went on to become the first CG Aviator to receive a graduate degree; he studied at the Naval Academy and under Professor Theodore Von Karmen, eminent physicist, at the California Guggenheim Institute. Olsen later achieved flag rank.

Did we know that Burke was Secretary Morgenthau's personal pilot from 1932 to 1940? He flew the PT-11B, Lockheed RD-4, Northrop R30-1, Lockheed Electra and other aircraft. He was awarded 2 DFCs, one for wartime command of CGAS Elizabeth City and open sea landings including the rescue of a seaman from a torpedoed tanker (ADM E.J. King commendation) and the rescue of 7 German survivors of a sunken U-boat. He also set two world records in 1935.

Did we know that Stanley Parker, Aviator 7, commanded Naval Air Station Key West and Naval Air Station Montauk Point during WWI? Sadly, at Montauk Point, a fire burned down the hangar during his command. He wrote a [See **History Tidbits** on P. 19]

Dues are tax deductible

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data / Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

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

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

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

Sign me up for:

- ☐ Life Membership \$ 250 (includes a Ptero Pin)
☐ Annual Membership \$ 30 (Active Duty \$15)
☐ Ptero Ball Cap \$ 20 (includes postage)
☐ 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. \$30.00 Shipped
☐ Current Ptero Patch, 4 inch \$8 Old Ptero Patch \$7 **Total Enclosed:**
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☐ Ptero Bumper Stickers \$3 each, 2 for \$5
☐ Ptero Challenge Coin.. \$10ea., 2 for \$18, 3 for \$25 (includes postage)

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

Oct2013 Please make copies of this form and pass it on.

\$ _____

Please check all below that apply:

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

.....
☐ CG Aviator (Data if known:)

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

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

☐ Exchange Pilot

Service _____ Country _____

CG dates served:

_____ to _____

.....
☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

The CG Aviation Association

P.O. Box 940,

Troy, VA 22974

'A Selfless Calling' from 5

General Howell M. Estes, Jr., USAF, Commander, Military Airlift Command, made the following statement about them:

"I am personally aware of the distinguished record achieved by the Coast Guard pilots flying in combat with our Jolly Greens. They have flown many difficult and challenging missions and have consistently demonstrated their unreserved adherence to both our mottoes, --- Always Ready and That Others May Live --They are indelibly inscribed in the permanent records of the stirring and moving drama of combat air crew recovery in Southeast Asia."

The performance of these Coast Guard Aviators was of such a high level that they were inducted as a group into the Coast Guard Aviation Hall of Honor.

The story of the CG Aviators in Vietnam is on the Ptero History Web Page.

<http://uscgaviationhistory.aoptero.org/images/U.S.%20Coast%20Guard%20Aviation%20in%20Vietnam.pdf> ...EdJ

'History Tidbits' from 18

rebuttal to the Court of Inquiry stating that he directed the culprit in two acceptable ways to dispose of the "bomb." The event caused Parker to consider requesting to leave aviation. Parker went on to become a RADM in WWII and COTP New York, for which he received the Legion of Merit.



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Ptero Seeking 1953 Hurricane Flight Info

I'm seeking information about a PBM Hurricane Flight: I was stationed at CGAD, Bermuda from 1952 to 1954. In September 1953, Hurricane Carol threatened the island and both of the AF Weather Squadrons at Kindley AFB had to fly away or evacuate their B-29's and the AirDet had to fly away one PBM to the States for refuge.

The AirDet CO waited almost until the Hurricane fringe was striking the island for his decision. I was ordered to make the flight. I used a minimum crew as by then it would be necessary to fly through the Hurricane. The only crew member I can remember, after all these years, is my CP, (late) CGA'46 classmate, Phil Hildebrandt.

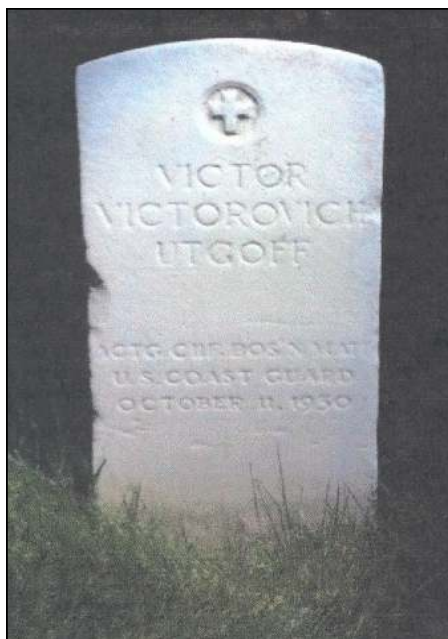
I'm looking for input from my crew members ,and/or any Bermuda officers and men who either participated in the event or have a recollection thereof. Thank you for your help.

Please respond directly to Jim Iversen, Aviator 534, at jiversen@juno.com

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Victor Utgoff, Imperial Russian 'Ace'
in USCG Pg. 7



**2013 Roost
Report Pg. 8**

MAIL Pg. 14



VADM Currier designated an Honorary
Cutterman by ADM Papp (above) & ADM
Papp designated an Honorary Ptero by Prez
Reynolds (below) at the Roost.



AirSta Cape Cod Pg. 15



Wreath-laying at Arlington Cemetery.

THAT'S NOT ALL !!