



PTEROGRAM

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

Sitrep 3-14 Fall 2014

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

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Cape Cod 'Roost' Celebrated in PFine PFashion



Our 38th annual gathering honoring the CO, CAPT Stephen H. Torpey, Aviator 2912, and the men and women of AirSta Cape Cod from 18-21 September was a rousing success! Co-chairs Pteros Joe Amaral, aviator 1030, and Dick Buttrick, aviator 988, and their Cape Cod Roost committee left no stone unturned to provide the attendees with a most enjoyable experience. Assisting Joe and Dick were: CAPT Torpey, Brian, aviator 1259,



**Intrepid Roost Co-Chairs
Dick Buttrick (L) and Joe Amaral.**

and Lois Wallace, Bud, aviator 1124, and Marcia Breault, John Carroll, aviator 1378, Buck Baley, aviator 1664, Carl Meredith, aviator 850, Charley Burch, aviator 1526, Mike Wrighter, aviator 1436, Jim, aviator 1551, and Marcie Perry, Jack McGrath, P-2666, COMO Carolyn Belmore, USCG Auxiliary, and several other spouses, Pteros, and CG Auxiliaries. Please see P. 8 for the Roost Report and our website, aoptero.org, for over 300 Roost photos by Ptero Bob Powers, Aviator 1458.

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A Message from 1777 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: Since the last Pterogram, our organization has been busy. We have installed the new Enlisted Ancient Albatross, AETCM Mike Ferreira, celebrated the 50th anniversary of CG Air/Sta Astoria, held our annual roost and celebrated the end of the jet age as the last Falcon has departed CG Air/Sta Corpus Christi, Texas.

I need to publicly thank Ben Stoppe for representing our organization at the Enlisted Ancient Albatross Change of Watch, Vic Primeaux for doing the same at the Astoria event, Joe Amaral and Dick Buttrick for planning and executing a superb Roost in Cape Cod, and both Ancient "Als" (RADM Jake Korn and MCPO Mike Ferreira) for attending and contributing to the Roost and the Falcon Retirement ceremony.

There were several significant victories achieved at the business meeting at the Roost. The CG update made it clear that the CG had gotten approval to trade the last HU-25 for an HH-52 CG1426 currently at a technical training school in Van Nuys CA. This airframe is in significantly better condition than any previous candidate, and should be able to be restored sufficiently to be displayed at the Smithsonian's Udvar Hazy Air and Space Museum in time for our 100th anniversary year, 2016. Retired VADM John Currier graciously volunteered to head up the Association's efforts with respect to our 100th year anniversary celebration. George Krietemeyer volunteered to head up the 2016 Roost Committee in Mobile, AL, and we are virtually certain that San Diego will be the site of the 2015 Roost.

In order for us to do the things we as an organization want to accomplish, we need two things: members and funds. To that end we have identified two new Vice Presidents. Ed Greiner is our new VP of Membership Development and Frank Genco has volunteered to head our efforts with respect to Corporate Sponsorship Development.

I believe that the CG Aviation Association offers those of us who no longer report to duty a phenomenal opportunity to get together each year and enjoy each other's company, if only for a weekend. While our Association certainly engages in other worthwhile endeavors throughout the year, the chance to socialize with such a large group of CG former aviation personnel and living legends is, as they say in the credit card commercial, "priceless."

For me, a highlight of this year's roost was the opportunity to visit with Paul and Pat Garrity at their home on Saturday and then to see Paul again at the Sunday clam bake at Air Station Cape Cod. He has bravely and positively dealt with pancreatic cancer and is a role model to be respected and emulated by us all.

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

Jim Van Sice, Ptero 1777

Taps

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

Vincent Abrahamson, 940, 5/17/14

Mae Graham (spouse of Ptero Stewart Graham, 114), 9/27/14

Al Seidel, 1979, 10/6/14

Mrs. Betty Siler Laid to Rest

Lilian (Betty) Walford Siler, wife of Ptero and former Commandant ADM Owen Siler, deceased, was laid to rest on Friday, 17 October on CG Hill at Arlington National Cemetery in the presence of her family. She died on 9 June, the day after her 92nd birthday.



Enlisted Ancient Albatross Change of Watch Conducted By Ptero Steve Goldhammer, Aviator 1207

It was a pristine, CAVU day on Friday, 8 August when, after an eight-year reign, the CG's Eighth Enlisted Ancient Albatross, Ptero AMTCS Peter G. MacDougall, P-2900, passed on his title to Ptero AETCM Michael F. Ferreira, P-3137, the Command Enlisted Advisor at AirSta Sitka, during a Change of Watch ceremony in the CDR Stewart P. Graham Hangar at AirSta Cape Cod, MA.

CAPT Chris Martino, Aviator 2397, Chief, CG Aviation Forces, presided over the ceremony attended by over 125 guests, including many Pteros. Ptero MacDougall sprinted to the stage with "Danger Zone," from the movie "Top Gun" playing in the background.

MSGR William F. Cuddy, the retired 8th Chaplain of the CG, gave the invocation. CAPT Martino said he was jealous that he doesn't have a theme song like Peter. He said the CG has a responsibility to take care of the past, and that's why we're here today. Peter has been the longest-serving enlisted CG aviator, since 1974. He made a big difference in the aviation program and the CG; he was a mentor. The passing of the torch to the new Enlisted Ancient Albatross is symbolic. It touches on what we do daily and what we're all responsible for. Speaking of MC Ferreira, CAPT Martino said he's made a positive mark on his people and the CG since he enlisted in 1985. He said losing Peter to retirement is a tough pill to swallow, but we'll move on.

Ptero Peter began his remarks by saying that this is so humbling to him. 'As they say at the CG Academy, the culminating event is very special.' He thanked the crew of AirSta Cape Cod, especially project officer Ptero LCDR Scott Lugo, aviator 3605. He said there's no separation between his personal life and the CG and, for that, he's been blessed. 'It's been a wonderful time and been a tremendous honor.' The most important time he wore the Ancient Al garb was at memorial services. It takes a long time to get over a CG mishap and losing your friends. He said he asked to be assigned to the CG Academy so he could present a face of CG aviation to the cadets. He said he 'won the kids over.' He convinced them that you don't have to be on a cutter to be worth your salt. He said



that his wife, Christina, was his cheerleader and supporter and he couldn't have asked for more from her. He said it's been a great pleasure and a great ride and he's happy to be divesting himself of the garb to MC Ferreira.



Ptero Peter Transfers Enlisted Ancient Al Garb to his relief while CAPT Martino looks on.

MC Ferreira said he is 'truly honored to be here today.' He acknowledged the CGAA and its sponsorship of the Enlisted Ancient Albatross and what they do for CG aviation. He said this is his first 'ancient' ceremony and this day isn't about him. He congratulated Peter on his 40 years of service and eight years as the Enlisted Ancient Al. He said Peter's goal should be to collect his retirement check for at least as many years as he served. Michael said that today is his 50th birthday, but he didn't expect to be

considered 'ancient' so quickly. He'll be retiring in August 2015.

Ptero Ben Stoppe, aviator 1646 and CGAA Executive Director, represented Ptero Prez RADM Jim Van Sice, aviator 1777. Ben said he was at Cape Cod from '83-'87 and went from Student Engineer to EO. He was a 'red-ragger.' He covered the background of the CGAA, it's most recent accomplishments, and the history of the Ancient Albatross designation since 1966 for officers and 1988 for enlisted. He awarded a proclamation to MC Ferreira spelling out his duties and presented him with the Pterodactyl Egg and a Ptero challenge coin.



Ben presented an un-hatched Ptero egg to Peter so he could nurture it and hatch it; something to keep him busy in retirement. He said he's expecting a report on the hatching from Peter for the next Pterogram.

CAPT Martino went off script and had the audience sing Happy Birthday to MC Ferreira. He then presented an engraved lead crystal memorial from the CG to Peter and a framed picture of a Curtiss MF Flying Boat, the first CG aircraft, to Michael from the Foundation for CG History.

After a short break, the retirement ceremony for AMTCS MacDougall was conducted with Ptero CAPT Stephen Torpey, aviator 2912 and AirSta Cape Cod CO, presiding. Among Peter's relatives and friends attending were his wife Christina, mother Shirley, daughter Jennifer, son Ross, (son Ian was unable to attend), sister Cynthia, mother-in-law Martha, and Russ Sherman, a fellow boat crewman at Station Sitka in 1977.

CAPT Torpey said he didn't think he could be any happier to have Peter choose AirSta Cape Cod for his ceremony. He acknowledged Peter's family and



reviewed his career. He said he was in the fourth grade when Peter enlisted in 1974. He then had the audience sing Happy Birthday (#24) to Peter's son, Ross. He read part of a letter that a graduating CG Academy cadet wrote to Peter about how he always took care of his people. It said that 'subordinates are really human beings and everyone makes mistakes.' The writer said he hoped he would take care of his people as well as Peter took care of them. CAPT Torpey said Peter shares his mantra: 'Do your very best and take care of your people.' He congratulated Peter on a career well done.

Christina was then presented a Certificate of Appreciation from the CG and flowers from Peter. Peter was presented a Certificate of Appreciation from the Governor of Alaska and a flag that had flown over the state capitol. He was also presented a flag that had flown over Base Kodiak, a Certificate of Appreciation from the Commander-in-Chief, and his retirement Certificate. Ptero Stoppe presented Peter a framed Aircrewman Pennant from the CGAA.

In his remarks, Peter said CAPT Torpey and his crew have made this a wonderful and memorable day. He said he owes a lot to many people here today; 'They've taken care of me and saved my life. I always came back, and I'm thankful for that.' He said Christina just let him do his thing. He has no idea how she did that, and he loves her for that. He said the camaraderie and spirit of this organization is amazing. He mentioned some things that changed his life and the lessons learned from them; 'If you can survive and talk about it, you'll be a better person for it.' He said it's been a great ride: it'll be tough, but something tells me it will be good. He said he has a worthy successor.

After being piped ashore by the fellow Chiefs and Honorary Chiefs in attendance, a celebration followed with refreshments funded by the CGAA.



Ancient Albatross #24 Letter to Pteros

By Ptero RADM Jake Korn, Aviator 2209



Bob Powers Photo

Fellow Pteros,

My first four months as the Ancient Albatross has flown by with jet-like speed. It seems like we just sent off Vice Admiral Currier in beautiful Traverse City and yet summer has turned to fall with no indication of seasonal transition whatsoever here in sultry Miami.

Congrats to Joe Amaral, Dick Buttrick and the entire roost committee for a resoundingly-successful 38th roost in Cape Cod. The events were well-organized, the logistics flawless and even the weather cooperated. It was great to see AA#23 along with a large group of esteemed aviators at the various events.

The awards dinner recognized aircrews' feats of aviation skill from both the fixed wing and rotary wing communities and outstanding representatives from the maintenance and safety communities. LCDR Gus Kleisch was celebrated as the newest member of the Aviation Hall of Honor. Gus' daughter Judy Ernst and eight family members were in attendance and were grateful to receive the bronze plaque commemorating Gus's induction into the hall of honor. Judy was extremely appreciative of the plaque, the dinner and the attention that she and her family received at the roost.

We also recently recognized the end of the age of operational jet aircraft in the CG, at least for now. In a ceremony on Tuesday, September 23rd, Sector/Air Station Corpus Christi retired our last operational Falcon in Hangar 41 at Naval Air Station Corpus Christi. Many legends from the Falcon community were in attendance. The HU-25 was the C G's first and only operational jet air-

craft and served in the CG inventory for over 32 years. The Falcon replaced the HU-16E Albatross and the C-131A Samaritan prop driven aircraft. Four different models, HU-25 A, B, C and D served the fleet.

When Admiral Kime became Commandant in 1990, he deemphasized the drug interdiction mission, returned the E2Cs to the Navy and closed AirSta St. Augustine. In 1993, 17 HU-25's were placed in storage. A sensor upgrade program in 2002-03 improved capabilities in the HU-25Cs and reconfigured 6 HU-25As into HU-25Ds. The HU-25D had an APS-143B multi-mode radar, EO/IR and tactical workstation. An avionics upgrade in 2005-06 upgraded the navigation system with modern equipment common to the HH-65B. The HU25 has had a stellar safety record, bringing home every single aircrew safely in over half a million flight hours. The Falcons will be replaced by 18 CN-144 Casa and 14 C27J aircraft.

Looking ahead, a major focus for all of CG Aviation will be to appropriately recognize and celebrate our 100th anniversary in 2016. It has been decided that the Ptero roost will be held in Mobile and that past Prez George Krietemeyer will be the Roost Committee Chairman. CAPT Chris Martino in CG-711 has stood up a "Century of Coast Guard Aviation" working group to start planning events and the Office of Public Affairs will also be involved. Ideas are welcome from all CG aviators, past and present as are volunteers. Although we certainly don't have the budget resources to approach the Centennial of Naval Aviation, it is important to celebrate our own heroes in an impactful manner.

Again, thanks to our chairmen, volunteers and sponsors and CAPT Steve Torpey and his crew at AirSta Cape Cod for their contributions in making the 2014 Roost a great success! Keep the blue on top, the brown on the bottom and the ball in the middle.

Semper Paratus!



CG Air Station Astoria Celebrates 50 Years of Service

Story & Photos By Ptero Vic Primeaux, Aviator 1508



cities.

At the open house celebration, both city mayors, CAPT Travers, two former COs, Ptero RADM (Ret.) Ed Nelson, aviator 715, and Ptero CAPT (Ret.) Roger Shannon, aviator 788, recalled great moments in the Air Station's history.

On an unusually sunny day for the coast of Oregon, CG Air Station Astoria celebrated its 50th anniversary on 6 September. The event was hosted by Sector Columbia River which is now the parent command for AirSta Astoria, and Ptero-CAPT Daniel Travers, aviator 3154, wears two hats, one as the Sector Commander and the other as the AirSta CO. Friends of the CG, local and state officials, as well as many Coast Guardsmen and their families enjoyed the event which included an open house, helo static and flight demonstrations, and a barbeque with all the trimmings.

Since the AirSta technically is sited in Warrenton, Oregon, on the grounds of Warrenton-Astoria Regional Airport, both cities love to claim "proud ownership" of it. Accordingly, the mayors of both cities were on the dignitaries platform and spoke glowingly of the long history of mutual friendship and support between the CG and their respective

CAPT Travers said since its induction, the crew in Astoria has been responsible for saving more than 700 lives on more than 9,000 search and rescue missions. Today the station has 498 active personnel, but the station began with only 104. AirSta Astoria has the honored position to respond to calls from mariners in what is known as "The Graveyard of the Pacific."

CAPT Shannon, also a plank holder at the AirSta, said one of the most memorable rescues that happened while he was its commander was the herding of elk with an HH-52A helicopter. "We saved about half of them," he said. "They made it back to the beach but the others probably ended up down with Davy Jones."

Astoria Mayor Willis Van Dusen was most excited about the recent addition of Astoria to the CG Cities list. The nomination comes from the city and is then voted on by Congress. He remembered how much help AirSta Astoria provided during the Great Coastal Gale of 2007. Generators were out on Wickiup Mountain and the CG brought fuel up, but realized once they were there, the generators took diesel. "I remember saying it's too bad you have to do that," Van Dusen said. "The pilot said something like 'It won't take too long, we've got a 119 mph tailwind.'"

Warrenton Mayor Mark Kujala summed up everyone's feelings. "We're so proud to have the CG in our community," he said. "Here's to 50 more (years)."



Current CO, CAPT Dan Travers, addresses the audience.

CG AirSta Astoria was originally established 14 August 1964 at Tongue Point Naval Station with a crew of 10 officers and 22 enlisted men.

Two Sikorsky HH-52A Seaguard "Flying Boat" helicopters were operated from there, staging from the Port of Astoria Airport until the AirSta was permanently moved to its present location at the Regional Airport on 25 February 1966. The HH-52A helos were replaced with three larger HH-3F helicopters in March 1973, to extend the SAR capability of the Air Station. Two HU-25A Falcon jet aircraft were assigned to the AirSta in October 1983 to enhance the law enforcement effort as well as contribute to search and rescue and logistical missions. The Falcons flew from AirSta Astoria from 1983-1995. Later, the station's HH-3Fs were replaced with three Sikorsky HH-60 Jayhawks, which have now been upgraded to the MH-60T.



In addition to the regular missions of AirSta Astoria, which include: search and rescue, law enforcement, aids to navigation support, and environmental protection, the AirSta has the unique and challenging mission to provide operational support to the Cape Disappointment National Motor Lifeboat School and the Advanced Rescue Swimmer School, both located just north in Ilwaco, Washington.



Last HU-25 Retired

Story and Photos by Thomas J. Kaminski
North American News Editor, Combat Aircraft Monthly



LT Travis Gagnon, the last aviator to achieve status as an HU-25 instructor pilot, introduces the first speaker during the HU-25 retirement ceremony. (L to R) LT Gagnon, RADM Kevin Cook 8th CG District Commander, RADM John H. "Jake" Korn 7th CG District Commander and 24th Ancient Albatross of the CG, Capt. Sam Creech Sector/Air Station Corpus Christi Commander, AETCM Michael F. Ferreira, 9th CG Enlisted Ancient Albatross, Mr. John M. 'Jack' Young, CFO Dassault Falcon Jet Corp. (Ret.), LT Ken R. Espinoza, Chaplain.

The U.S. Coast Guard retired the last Dassault HU-25 Guardian from service at CG Sector/AirSta Corpus Christi Hangar 41 aboard Naval AirSta Corpus Christi, TX, during a ceremony on September 23.

The CG selected the Dassault Falcon 20G as the winner of its HX-XX Medium Range Surveillance (MRS) program on January 7, 1977. Although originally developed jointly by Dassault and Sud Aviation as the Mystère XX, the Falcon Jet Corporation in Teterboro, NJ, was responsible for the delivery of 41 HU-25As to the CG. Falcon Jet was then jointly owned by Avions Marcel Dassault-Breguet Aviation and Pan American World Airways. Based on the design of the Falcon 20F, the Falcon 20G/HU-25A was powered by two Garrett ATF3-6-2C turbopfans and its airframe and systems featured 21 modifications over the 20F. The HU-25A prototype flew at Falcon Jet's Little Rock, AR, facility on August 4, 1978 but problems with the ATF-3 engines delayed delivery of the first Guardian until February 9, 1982. The HU-25A logged its first significant SAR mission on September 15, 1982. Over the following 32 years, the fleet was assigned to ten air stations, flew over 508,600 hours and saved and assisted 185 and 549 lives respectively.

Four specialized configurations included the HU-25B, HU-25C, HU-25C+ and HU-25D variants and 22 aircraft were modified. Seven HU-25Bs were equipped with the AIREYE airborne oil surveillance system (AOSS) that was

designed to locate and track oil spills and other pollution at sea. The system comprised an AN/APS-131 side-looking airborne radar (SLAR) and a RS-18C infrared/ultraviolet (IR/UV) line scanner. The first HU-25B entered service at AirSta Sacramento, CA, in April 1987. Two HU-25Bs and an Aviation Detachment (AVDET) from AirSta Cape Cod, MA were deployed to Bahrain in February 1991 after troops loyal to Saddam Hussein destroyed hundreds of oil wells and pumping stations. Operating as part of a US Inter-agency oil spill assessment team (USIAT), during an 84 day deployment, the Guardians flew 427 flight hours and mapped over 40,000 sq mi (103,600 km²) in support of cleanup operations.

In April 1988, AirSta Miami received the first of nine HU-25C 'Nighthalker' interceptors. Tasked with identifying and tracking sea and airborne targets and directing law enforcement personnel to intercept those targets, the HU-25C was equipped with an AN/APG-66

air-to-air radar in place of the AN/APS-127 surface search radar that equipped the HU-25A/B as well as a WF-360 forward looking infrared (FLIR) sensor.

The aircraft were later upgraded to HU-25C+ configuration when the radar was updated to AN/APG-66(V)2 configuration and an MX-15 imaging turret Infrared/Electro-Optical (IR/EO) sensor was installed as part of the HU-25 Sensor Upgrade program. The first HU-25C+ was returned to service on July 2, 2001 and the last of nine updated interceptors was delivered on April 2, 2003. The same project replaced the AN/APS-127 radar in six HU-25As with the AN/APS-143B(V)3 'Ocean

Eye' surface search radar and installed the MX-15. Assigned the designation HU-25D, the first of those aircraft was delivered to AirSta Miami on February 7, 2002 and final example arrived in June 2003.

During its career, HU-25D CGNR 2114, which was the last of 41 Guardians in service, accumulated 16,017 flight hours. The Guardian flew its last search and rescue (SAR) mission on September 17 when the crew delivered a life raft to the crew of a Mexican fishing vessel that was sinking in the Gulf of Mexico around 22 miles from South Padre Island, TX. The Guardian completed a final operational sortie the next day. On September 26, the HU-25D was flown to Van Nuys Airport, CA, where it was delivered to the North Valley Occupational Center's Aviation Center.

The retirement of CGNR 2114 marked the completion of AirSta Corpus Christi's transition from the Guardian to the Airbus/CASA HC-144A Ocean Sentry.



Coast Guard Air Station San Francisco

By LT Howard Baker, Aviator 4237



Coast Guard Air Station San Francisco is located at San Francisco International Airport, executing an array of CG missions to over 300 miles of coastline with four MH-65D Dolphin helicopters. Approximately 13 miles south of the Foggy City, the airta provides coverage from Point Conception to Fort Bragg and well into the Delta region near the Sacramento River. The men and women of AirSta San Francisco routinely overcome the unique challenges of the area to perform search and rescue, port, waterway, and coastal security patrols, living marine resource protection, federal and international law and regulation enforcement, and logistics support to local, state, and federal agencies. CDR Michael E. Campbell leads the AirSta comprised of 20 officers, 86 enlisted, and 3 civilian members.

Established on 15 February 1941, AirSta San Francisco is home to many microclimates within its area of responsibility, which is the second foggiest location in the contiguous United States. After exiting the extreme congestion of SFO's class B airspace, crews battle dense fog, low freezing levels, sheer cliffs, mountains, areas crowded with high towers, power lines, and bridges, and constant rough seas. Working directly for District 11 with coordination through Sector San Francisco, the AirSta maintains a ready aircraft and crew of four 24 hours a day, 7 days a week, 365 days a year as well as a watch section consisting of a Watch Captain, Maintenance Line Crew, Officer of the Day, and Junior Officer of the Day. This team works together to ensure that every dis-

tress or operational need is met as efficiently and safely as possible. The crews train on a daily basis to ensure they remain the fit and ready professionals that the nation expects of every Coast Guardsmen.

AirSta San Francisco has continued to provide Airborne Use of Force capabilities to the CG 11th District and Pacific Area Commanders. This Aviation Special Mission requires constant training and unique qualifications which enable AirSta San Francisco to respond at a moment's notice to National Security threats within the maritime environment. The AirSta also leads the way in CG physical fitness, beginning each day with morning workouts Monday through Friday for all crews not involved in duty or scheduled flights. This initiative has yielded higher morale and greater unit cohesion, serving to increase physical fitness and promote camaraderie through calisthenics, weight training, CrossFit, running, and basketball.

In just the last few months, AirSta San Francisco has conducted high inter-

est vessel escorts and offshore hoisting of mariners in distress on the treacherous Pacific Ocean. Its crews have saved many people stuck in inaccessible areas of the muddy Delta who were completely exposed to the elements, and conducted inserts of rescue hikers to search for missing persons in mountainous areas of Northern California. This is possible due to the professionalism, dedication, and commitment to the CG Core Values that each and every member of the unit embodies. The challenges of flying and operating in such a diverse and unforgiving climate are numerous and ever-changing, and Air Station San Francisco stands ready to face each and every one.



Ptero VADM (Ret.) John Currier, Aviator 1877 and Ancient Al #23, Speaks at National Air & Space Museum

Retired Vice-Commandant John Currier was the guest lecturer to an audience of over 300 people (including several Pteros) at the 2014 Fall GE Aviation Lecture Series at the National Air & Space Museum in Washington, D.C. on 21 October. His topic was 'Coast Guard Aviation: Search and Rescue and More.' He spoke about the history of CG aviation, some of its notable pioneers, and some personal reflections about his career, what it's like to fly a helicopter, the value of the helo dunker, and the importance of the aviation maintenance personnel, our 'fixers and flyers.' He said the 100th Anniversary of Coast Guard aviation in 2016 would be celebrated 'robustly.'



VADM Currier with Ptero Stu
Graham, Aviator 114,
Pictured in the Background.



Cape Cod Roost Report

By Ptero Steve Goldhammer, Aviator 1207, with Photos by Ptero Bob Powers, Aviator 1458, Ptero George Seaman, Aviator 732, and the Author

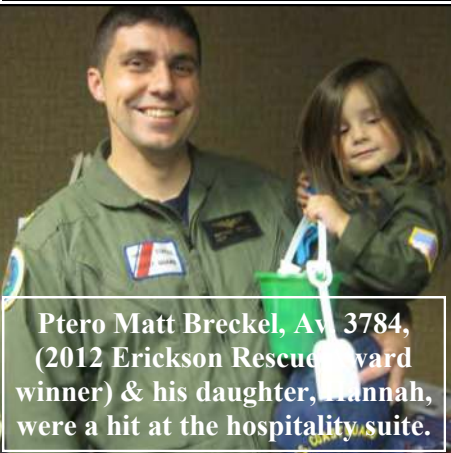
About 240 Pteros/spouses/significant others pflocked to beautiful Hyannis, MA on a gorgeous autumn New England weekend for our 38th annual gathering. Some of our 'stalwarts' couldn't make it this year, but several newcomers and old-timers attended. Once again, Ptero Frank Manson, aviator 395, was the oldest attendee. The Hospitality Suite was humming on Thursday afternoon as the 'early birds' arrived to begin their reunion with friends old and new.



Early Birds Kathy Gravino (L), Anne Stoppe, & Marilyn Goldhammer.



Lynn Stiles (L) & Ptero John Carroll, Av. 1378, manned the hospitality suite.



Ptero Matt Breckel, Av. 3784, (2012 Erickson Rescue Award winner) & his daughter, Hannah, were a hit at the hospitality suite.

Optional activities filled the agenda on Friday. Some of us saw vintage aircraft on display at the Barnstable Airport while others went on a Whale Watching boat trip (where many whales were actually sighted), visited the awesome CG Heritage Museum,



George Seaman Photo

um, went on a Hyannis Harbor Duck



P-51 'Mustang' (L), A-1 'Skyraider,' & B-24 'Liberator' on display at Barnstable Airport.

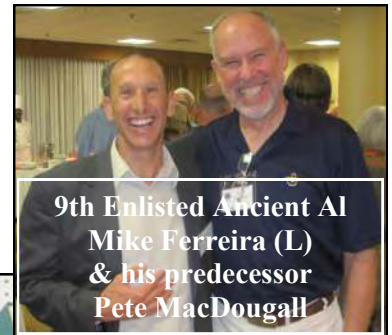


B-17 'Flying Fortress'



Ptero Jack McGrath, P-2666, (Heritage Museum Director) stands by his 1969 AT3 uniform.

Boat Tour, shopped, or enjoyed some of the many other local tourist attractions.



9th Enlisted Ancient Al Mike Ferreira (L) & his predecessor Pete MacDougall



Ptero Carl Meredith's flight jacket, Ptero Bud Breault, aviator 1124's, flight suit, Ptero Paul Garrity, aviator 1530's, green's, & Ptero Jim Loomis, aviator 1179's, Viet Nam O-Club Flight Suit at the Heritage Museum.

Friday night's reception featured countless tall tales of derring-do and a delicious buffet dinner.

Ptero Carl Meredith, aviator 850, hosted a fun golf tournament on Saturday morning on the Conference Center's challenging

par-three course. The winning team, at four under par, was Pteros Carl Meredith, Mark D'Andrea, aviator 2359, Curtis Ott, aviator 2070, and Jim McManus, aviator 2143.



The Winning Team. Congratulations!

Closest to the pin winners were the author, Karen Westley, and Pteros VADM Clyde Robbins, aviator 726, and Mark D'Andrea.

After a cocktail reception with delectable appetizers, the banquet was called to order at 1808 by Prez Van Sice. Colors were presented by the Base Cape Cod Color Guard and the invocation was delivered by LT Bob Mills, CHC, USN. In his comments, CAPT Steve Torpey said he was thrilled to be part of this celebration and he is truly blessed. He said he thinks that, except for the awardees, he's the youngest guy in the room. Someone even thought that he was the CO's son. He said this is the first roost he's been to that happened when he was stationed there, and he's even the CO. He said he couldn't wait to show us the 'Taj Mahal' of hangars tomorrow. He expressed his pride in the Cape Cod awardees. He said it takes a village to organize a Roost and he lauded Joe Amaral, from Pocasset, Dick Buttrick, from Cataumet, and their team for putting this together. The weather has been perfect and it's been wonderful to watch the committee grind away like they were j.g.'s again. He also gave special thanks to the committee spouses and said that '...without you, your husbands would be in deep trouble.' He thanked his staff, especially LCDR Matt Breckel, aviator 3784. He expressed his appreciation for the esprit de corps of AirSta Cape Cod and encouraged us to have a wonderful time. Prez Van Sice introduced our current and former Ancient Als and our new Enlisted Ancient Al Mike Ferreira, P-3137. He also introduced sponsor representatives Don Davis from DRS Tech-

nologies and Ptero Dave Spracklen, aviator 2387, from Sikorsky Aircraft. Ptero Bob Scholes, P-3261, Elbit Systems rep, also attended the banquet. Jim also acknowledged and thanked the Roost Committee.

Following a sumptuous dinner, the Award Presentations began with a CG Public Service Commendation to the author for his work on the Pterogram over the past six years and a CG Meritorious Public Service Award to Ptero Bob Workman, aviator 914, for his construction of detailed models, valued at over \$25K, of a Curtiss MF Flying Boat, an NC-4 Flying Boat, a Grum-



Bob Powers Photo

VADM (Ret.) John Currier presents CG Meritorious Public Service Commendation to Ptero Goldhammer.



Bob Powers Photo

Ptero Workman receives his CG Meritorious Public Service Award from VADM Currier.

The late LCDR August 'Gus' Kleisch, aviator 109 and Helo Pilot No. 5, was inducted into the CG Aviation 'Hall of Honor' for pioneering the first use of a training helicopter to rescue downed crewmembers of a Canadian aircraft in remote Labrador, Canada. Later, he was commissioned a Knight of the Belgian Order of Leopold for the helo rescue of survivors of the crashed Sabena Airlines flight in Newfoundland. His other awards include the DFC and two Air Medals. His award was accepted by his daughter, Ms. Judy Ernst, and her family. A plaque honoring Gus will be mounted in Erickson Hall at ATC Mobile.



Bob Powers Photo

RADM Korn presents Hall of Honor plaque to Ms. Judy Ernst (second L) and her family.

It was also announced that Ptero CAPT (Ret.) Dan Burbank, aviator 2672, will also be inducted into the CG Aviation Hall of Honor. Unfortunately, Dan was unable to attend the banquet to receive his award and it will be presented at a later date.

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to LT Kimberly Hess, av. 3888, LT Arthur Mahar, av. 3920, and LT Garin Kirkpatrick, av. 4294, of the AirSta Cape Cod Safety Department by Ptero CDR Frank Flood from CGHQ and RADM Korn.



Bob Powers Photo

The Chief Oliver Berry Aviation Maintenance Award was presented to AMT2 Christopher J. Roode of Air Station Elizabeth City.



RADM Korn (L), CAPT Richard Craig, Av. 3179, AirSta Eliz City CO, and MCPO Ferreira observe as CAPT Sal Palmeri, from CGHQ, presents award to AMT2 Roode.

The CDR Elmer Stone Fixed-wing Rescue Award was presented to the AirSta Cape Cod crew of HC-144 CGNR 2309 (LT Dustin Lee, Ptero LT Steven Vanderlaske, aviator 4206, AMT1 Stephen Underwood (not present), and Ptero AMT3 Eric Woods, P-3609) for their exceptional airmanship and lifesaving mission management on 10 May 2014 while evacuating a premature baby requiring prompt hospitalization stranded at Martha's Vineyard by weather.



RADM Korn (L), AirSta Cape Cod CO CAPT Steve Torpey, LT Lee, Lt Vanderlaske, AMT3 Woods, MCPO Ferreira, CAPT Chris Martino, and Ptero Prez Jim Van Sice

The CAPT Frank Erickson Rotary-wing Rescue Award was presented to the Air Station San Francisco crew of MH-65 CGNR 6515 (LCDR James Kenshalo, aviator 3880, Ptero LT Beau Belanger, aviator 4405, AMT2 Travis Swain, and AST3 Corey Fix) for their lifesaving actions on 30 July 2013 while rescuing six hikers, some with injuries, stranded on a remote coastal California

Cliffside at night.



RADM Korn (L), AST3 Fix, AMT2 Swain, LCDR Kenshalo, LT Belanger, MCPO Ferreira, and CAPT Martino.

Our Ancient Al, RADM Jake Korn, thanked the committee and said the entire Roost was a great experience; there were even whales on the whale watch. He also thanked and commended CAPT Torpey and his crew. He said it's nice to be here because you guys put the word 'ancient' in perspective. Our legacy goes on and has been prolonged and enriched. He noted that less than 20% of current Air Station COs are CGAA members. He was asked to and sent letters to the COs, except those in his District, to encourage them and their crews to join the organization. He said we increase the knowledge and history of CG aviation. He said it's been great to catch up with some folks he hasn't seen in a long time. He thanked everyone for coming.

The benediction was offered by Chaplain Mills and the festivities continued in the hospitality suite.

Prez Jim Van Sice called the Business Meeting to order at 0830 on Sunday. He reminded us that this is the only governance meeting for the Pteros each year. The author read the

Airman's Prayer and list of departed members since the last Roost. Jim said everyone needs an XO, so he tasked EVP Mark D'Andrea to run the meeting.

Treasurer Ben Stoppe gave his annual report. He said the financial status of the CGAA is relatively good. However, there's been a downturn of sponsorships in the past few years. We only collected about 2/3 of sponsor donations this year

compared to previous years. Ptero

George Krietemeyer contributed some new coins (some from Cuba) to the Petty Cash fund. Ancient Al Ferreira confirmed that the lockwasher is still accounted for.

Prez Van Sice said he's a simple guy and his vision for the organization is to execute its four original objectives (they're on the website). He said we need help in two areas: membership and funding. Many of the Roost attendees are over 60. VP D'Andrea found Ptero Ed Greiner, aviator 2521, to be our new membership VP. Regarding funding, there are several big-ticket items coming up, e.g., renovation of the H-52 for Udvar-Hazy Air and Space Museum and the 100th anniversary of CG aviation. We'll need to host some receptions and create some displays. HQ has identified some active duty project officers and Ptero VADM (Ret) John Currier, aviator 1877, has graciously agreed to be the CGAA lead. We'll be sending out a notice asking long-time life members to send in a donation. Jim also said that Ptero Frank Genco, aviator 2936, is our new VP for Corporate Development.

Ptero Paul Milligan, aviator 1034, gave the membership report. He said we have 1,587 members of which 892 are life members and 111 are widows or widowers. There are 611 retired and nine 'other.' Only 25% of sitting AirSta COs are members; that needs to change. Paul commended Ptero Gary Grow, aviator 1205, for maintaining the membership database.

CAPT Chris Martino, aviator 2701 (CG-711) presented the state of CG aviation. (His slides will be on the Members' Only section of the Ptero website.) He introduced the other HQ parts of the 'Quad P': CAPT Sal Palmeri, aviator 2715, (CG-41) Aeronautical Engineering, Ptero CAPT Steve Truhlar, aviator 3029, (CG-931) Acquisition, and Ptero CDR Frank Flood, aviator 3489E (CG-1131) Aviation Safety. Chris said the final HU-25 is retiring from Corpus on

23 September [see related story on p. 1, Ed] and we have signed for 13 C-27Js. The UAS (Un-manned Aerial System) program, shore-based and ship-based, is still underway. All operators are pilots but that may shift to all enlisted someday.

CAPT Palmeri said C-13 1721 [the former EC-130V] and six others are going to the U.S. Forest Service for use with the Modular Airborne Fire Fighting System. The increased number of C-144 landing cycles has reduced its service life from 40 years to 25 years. Some 'beef-up' of the landing gear may be coming. Also, the service life of the engines has been reduced due to relatively low flight over salt water. MH-65E CGNR 6594 is the newest E model. It has the Common Avionics System with displays common to the H-60. Fourteen C-27Js will transfer from the Air Force starting this month. CAPT Martino said this will partially fill the MRS niche due to a reduced buy of C-144s. Sal said HU-25 CGNR 2114 will go from Corpus to the North Valley Occupation Center in Van Nuys, CA on 26 September and it will be traded for HH-52A CGNR 1426 that will be restored for the Air and Space Museum. CG funding for the Phoenix Project restoration is TBD, but CG-41 has the lead role for restoration of the 1426. The CGAA has membership on the Integrated Program Team that will pursue funding. The goal is to deliver the restored H-52 to the Air and Space Museum by 2016.

CDR Flood said the Office of Aviation Safety re-organized in June 2014; Aviation Safety is now a program Division (CG-1131). They're developing a computerized Hazard Assessment Tool that removes all human frailties, e.g., ego, pride, personalities, etc. There's a new Safety and Environmental Health Manual. There have been five recent CG Auxiliary aircraft incidents. The accident review process has improved and delays have been reduced. Review timelines have been established.

CAPT Truhlar said there will be some overlap because the other guys like to take credit for what Acquisition is doing. His motto is 'Mission Execution Starts Here.' The C-144 simulator will have simultaneous crew and pilot training.

Regarding recovery of the 'Duck' and the remains of the crew in Greenland, CAPT Martino said nothing was found this year, even though 'thousands' of

holes were dug. The weather was perfect. It's not over; DOD is still supporting us. Next year's effort is TBD, but there may be a smaller team.

Regarding the 100th Anniversary of CG Aviation, Ptero VADM John Currier said he's excited about its potential. He said he can't do it on his own and he'll need an Executive Board and many volunteers. There will be four committees: Finance, Events, Historical (artifacts and records), and Publicity & Development (for fundraising). He wants a Ptero to liaise with each active duty unit. He asked for helpers to contact him at jpcurrier1@gmail.com. We can't do as much as the Navy did in 2011, but we can do one or two tremendous events. He said if he doesn't get volunteers in a short time, he'll come looking for people; there's not a lot of time.

Ptero Past Prez George Krietemeyer, aviator 913, asked for CGAA support of the National Naval Aviation Museum in Pensacola. He said there are nine CG aircraft on display and CG funding has decreased significantly, so he needs \$11K from the CGAA towards a new CG exhibit. There are less than 100 CG members of the museum foundation and he asked for more participation. Prez Van Sice said the CGAA Executive Board has authority to vote on this. Money is tight, but the CGAA intends to contribute in increments as funds permit. A motion was approved to contribute up to \$11K to the NNAM. George said the NNAM has big plans to commemorate the 100th anniversary of CG aviation.

Ptero RADM Rudy Peschel, aviator 1146, made a pitch for donations of personal aviation memorabilia to museums and the need for a CG 210 ft cutter (or equivalent) at the new CG museum in New London to also display a CG helo on the flight deck. He and the author volunteered for the 100th anniversary Historical committee.

Regarding establishment of a Rescue Swimmer Award, Ptero VADM Howie Thorsen, aviator 776, said he's been working with Roy Vander Putten and CWO Mike Hill in Elizabeth City about exhibits at the new survival facility there. The plan is to recognize an outstanding Rescue Swimmer every year. CGHQ didn't support that because the Rescue Swimmer is part of a crew that should be recognized in total. He said we'll honor Rescue Swimmers for their contributions over a period of time. He

asked for CGAA support of this like we do for the aviation Hall of Honor selections. Prez Van Sice said Ptero Larry Farmer, P-2898; is a candidate. We know about what he's done, but he's concerned how we'd get other nominations. There are a few details to work out. A motion was approved to accept the idea with the details to be worked out. Ptero Dave Cooper, aviator 1525, said we should allow units to identify candidates. The dedication of the new survival facility is 17 November.

Ptero Jack McGrath, P-2666, asked for CGAA sponsorship, about \$1K/year, of the aviation portion of the CG Heritage Museum in Barnstable.

Under New Business, Ptero Stoppe gave the background about what other organizations charge for membership and moved that annual membership dues in the CGAA be increased effective 1 January 2015 to \$20 for active duty personnel and \$35 for all others, with life memberships to remain at \$250. Ptero Tom Rich, P-2596, suggested making life membership 10 times the annual dues, \$350, and he'll send out an AIPtero email announcing the date of increase. Ptero Bob Workman recommended an on-line vote on the motion. The motion passed, 15 to 14. A motion was then made to make life membership 10 times the annual dues. Ptero MCPO Ferreira recommended it be set at \$350. Ptero Dennis Robbins, aviator 1150, said it should be a sliding scale. Ptero Frank Genco said we should look at what costs we're trying to cover by raising dues. The motion failed. Ptero EVP D'Andrea said further discussion is required by the CGAA Executive Board on this issue and he took that for action.

Regarding the Phoenix Project, Ptero RADM Bob Johanson, aviator 869, asked the audience if anyone had ever seen him smile in the past nine years that he's briefed us on this project. He said perseverance can reap rewards and he now has a reason to smile. Thanks to CGHQ Aviation Engineering, the HH-52A restoration project has gained traction that it's never had before. The 1426 is the most suitable candidate. He gave major credit to Ptero Ray Miller, aviator 2141, for his behind-the-scenes work and evaluation of the 1426 and the listing of the status of every part. We have authority for the trade of an HU-25 for the 1426 and for its restoration and display. He commended VADM John Cur-

rier, then Vice-Commandant, and RADM Mark Butt and the chiefs of the pertinent offices for their diligence and support. He said he's encouraged about the recent developments and is confident we'll reach our goal of donating the 1426 to the Smithsonian by 2016.

Regarding the next Roost, Ptero Jay Crouthers, aviator 1360, said Hawaii is too expensive and there wasn't enough on-scene support to create a committee. He has the CO of AirSta San Diego and six CGAA volunteers on board, but is still seeking a Committee Chairman and a liaison person. He's 99% certain we'll be roosting in San Diego in 2014.

Regarding the inaccuracy of the Elmer Stone headstone at Arlington National Cemetery, Ptero Johanson said Elmer was the pilot of the NC-4, not the co-pilot. A request for a change of a headstone must be made by a living relative, and Ptero Past Prez Mont Smith, aviator 1520, found one. Raymond Ellis Stone, 84, concurred. Ptero Johanson went to the Arlington administrators and they approved the change concept. Elmer's awards may also be listed.

Prez Van Sice thanked everyone for their presentations and, once again, the Roost Committee. He said it's been a great and terrific experience for him.

180 people attended the wonderful catered Clam, Chicken, and Lobster Feast in the Air Station's beautiful new Stewart Graham hangar on Sunday afternoon. A C-144 and an H-60 were available for tours. Two H-60s and a C-144 returned from an overnight SAR case during the event.



Bob Powers Photo

Pteros Bob Hughes (L), Av. 1978, & Paul Garrity, Av. 1530, Joan Hughes, Alma Powers, & Pat Garrity enjoyed the feast.

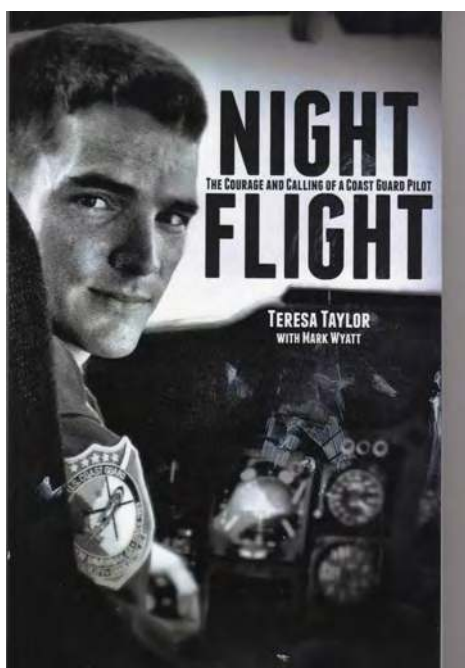
CAPT Torpey thanked the Roost committee and said that hosting the Roost at AirSta Cape Cod has been the highlight of his career. The satiated participants departed for their next destinations after a most successful weekend.



Rescue at Sea Rewarded



Sen. Mark Begich (L) congratulates AST1 Rachid Arnick during the Association for Rescue at Sea awards ceremony at the Rayburn House Office Bldg. in Washington, Sept. 9, 2014 as the Commandant, ADM Paul Zukunft, and others look on. Arnick was presented the award for his actions during a rescue that saved four lives in 100-knot winds off the coast of Alaska on 9/21/13. (USCG photo by PO2 Patrick Kelley)



BOOK REVIEW

by Ptero Ray Copin, Aviator 744

I recently picked up a copy of this inspiring paperback at the Seattle Coast Guard Base Exchange. NIGHT FLIGHT was authored by Teresa Taylor with Mark Wyatt. Teresa is the widow of Lieutenant Commander Dale Taylor who perished along with his crew in a tragic HH-52 crash in Mobile Bay during a night training flight. In a unique **and poignant** outpouring of personal accounts of their too-short life together, Teresa shares with the reader their religious beliefs and commitments to which she credits his and her own strength **through it all**. This is a snapshot of one Coastie aviator's life and ambitions as seen through the eyes and from the heart of his wife. Teresa is a gifted writer. A very nice afterword is included by Ptero Tom Maine, CG aviator 2838. **A very good read.**



Bernie's Air Stories—Miami Air Update

By Ptero Bernie Hoyland, Aviator 714

Air Station Miami 1963-1966

Air Operations. Air Station Miami is the "Busiest Air Sea Rescue Station in the World." The station was small in size but big in achievement when located in Coral Gables at Dinner Key. We used a seadrome in Biscayne Bay for day and night operations. We had six HU-16s with six parking spots with blast fences to keep the populace from being blown away by propeller blast. An HU-16 would water taxi up a long dredged channel with shallow water on either side and pilings marking the edge of the channel. When the HU-16 got to the ramp it normally would taxi up the ramp and shut down at the top. The ground crew would wash the salt off with a hose, lubricate the grease fittings on the landing gear hydraulic system, haul the airplane with a tow-bar-and-tractor to its parking place and push it in tail first so that it could taxi out nose first. This was done quickly so that the helipad at the head of the ramp would not be blocked. It was very much like a carrier operation on concrete surrounded by tropical palm trees. The duty officer had a second story picture window looking out over the ramp and the seadrome, and he controlled operations with radios and a public address system. The hangar would hold one HU-16 being worked on (in check) and the helicopters. The Station had been augmented for neutrality patrols. We flew with lists of bad-bad guys, good-bad guys and good-good guys. I personally couldn't tell them apart without the lists, except that the guys in the green suits in the green boats who we rarely saw were normally the good-good guys. I've often wondered who made the decisions about who was who.

My first CO was CAPT Lemuel (Ice) Sansbury. He was relieved by CAPT Owen W. Siler (later Commandant of the Coast Guard).

Operating six HU-16s and four HH-19s (later four HH-52s) kept us busy. The offshore islands are the path to the Caribbean and to South America that is followed by aircraft, ships and boats. The Gulfstream has current speeds of up to five knots to carry any disabled small vessel a long way northward from the breakdown position. Finally, druggers,

dissidents and people escaping from Cuba (or trying to sneak back in) kept us busy.

When I left Miami, my "HH-52 Summary" in my log book reports: "13 pump deliveries, 8 at night. 15 hoists, 11 at night. 1 copilot delivery at night." I don't have the faintest idea what the copilot delivery was all about. A wild guess is that some helicopter with one pilot on board was stuck somewhere with night approaching and needed another pilot before flying at night.

One of my favorite pictures (which I have lost) was of the seadrome with six HU-16s: three in the channel, one in the seadrome, one on takeoff run and one airborne, all enroute a search.

Transition to the HH-52 (winter 1964). We initially flew H-19's, which were underpowered. On a warm, humid Miami day, great care was required to keep the turns at 2400 RPM when approaching a hover (and a prudent pilot might maintain 2500 RPM). The HH-52 had many of its dynamic components proven in the HH-19, such as the transmission, rotor head and blades. The turbine, despite having no foreign object excluder at the bell-mouth intake, had a GE T-58 rated at 1250 HP, derated to 730 HP to keep from damaging the transmission. The HH-52 could safely make a much steeper approach to a hover than the H-19, its altitude performance was much improved and if push-came-to-shove, requiring power that would require a transmission change, the power was there. Best of all, it had automatic stabilization equipment (ASE). Night ops became practical and non-hairy, after the beep-to-a-hover procedure was developed and authorized, leading to a higher transition to a hover (that protected tail rotors) and a higher hover monitored with the radio altimeter "bug" set to the minimum hover altitude. *I used the hover lights as an early warning system also (Hover lights were wrongly maligned by those concerned about night vision. I just wanted to see)* Nevertheless, our transition service-wide was not smooth. We continued to use the procedures especially developed for low powered, reciprocating engine helos: a long low approach with a gradual application of hovering power, resulting in a

low hover (about five feet between the wheels and the water). We consequently dunked a lot of tail rotors, leading to a forced water landing and on occasion capsizing when the rotor stopped. *The HH-52 floated beautifully upside down.*

Note: A "best practice" of using the radio altimeter bug set at the minimum hovering altitude at night was not widely used, there being a preference to set the "bug" at the autorotation pitch-up altitude (I recall it being 140') and leaving it there. It was particularly important, day or night, when in a difficult hover over an aid-to-navigation, a lighthouse or any such structures representing an impaling risk. The pilot established a hovering altitude permitting a safe margin between the structure and the hull.

--- The copilot set the "bug" to just barely "light off."

--- When the light came on, the copilot warned the pilot who applied sufficient power to raise the helo to "light off."

The best practice was not yet doctrine in 1983 when I investigated the crash of HH-52 1443. The pilot in command, in the course of recovering a Chief Petty Officer off a skeleton light structure, allowed the helo to settle onto the structure where the situation went from bad to worse, resulting in strike damage but minor injuries. None of the pilots at the station used this best practice and it was not contained in the standardization documents.

HH-52 Glitch. The HH-52 had many virtues and one vice--the bell mouth entrance to the single turbine was directly above the windshield and had no foreign object excluder. Anything that came off the windshield would go up into the bell mouth, there to be ingested by the turbine with occasionally spectacular results. Burps, momentary loss of power and occasionally a forced landing were the consequences. LT. E.P. Ward was over Biscayne Bay one day at 500 feet in a heavy rain storm with the windshield wipers working. A wiper tang (about the size of a penny) that held the rubber to the wiper blade came off, and entered the turbine which promptly quit. At Astoria we also discovered that snow could build up on the windshield and finally come off in wads--neither the turbine nor the turbine blades liked it, and neither did I. I do not like even momentary losses of power in a single turbine helicopter.

We Move To Opa Locka. In the fall of

1965, we abandoned the buildings at Dinner Key and moved to a new Air Station at the old Marine field at Opa Locka. Operating from an airfield was so much easier than from a seadrome. The move however did not go smoothly. The public address system wasn't in, the telephones were inadequate and our communication system at first was by bicycle-messenger. It seems that the electronic contract gave a 90 day performance time and the 90 days had not expired yet. I'm sure the CG saved a dollar...maybe two. I had been the project officer for the air station with no power to affect the result beyond whining vigorously, which was as easy as breathing. Those staff people hated to see me coming, not that they didn't ignore me -- the way to paradise for them was by saving money, no matter what the affect was on the CG operation.

Air Stories You will only get the funny and the outrageous memories of my flight operations in Miami. We flew a lot...about 40 hours fixed wing and 20 hours helicopter per month. Some of it was attention getting.

No. 1. On 24 June 1964 I as PIC and CP LTjg Dick D'Aurora were flying HU-16 2127 practicing night water landings in the seadrome when an engine caught on fire, at least I judged it was on fire from all the sparks and flames. It did have the decency to be fairly quiet about the whole thing. We shut it down and made a single engine landing in the seadrome and got towed to the ramp.

No. 2. My most exciting moment in the seadrome was the night I was returning from a long patrol, beat a thunder storm to the station and landed. We were in the channel when the thunderstorm hit. An HU-16 is an overgrown wind vane while on the water. I was no longer a pilot; I was half-sailing-ship-skipper fighting the high winds and half-submarine-skipper in the torrential rain. I had a rotten choice: drive a float under with excessive power on one engine turning away from the channel edge or hit one of the poles marking the edge of the water taxi channel. I did not go aground nor did I hit a channel marker pole. I did however drive a float so far under that I saw the red wing light blinking under water. Now there was a "yellow sheet" write-up! Under aircraft discrepancies, I could have written, Drain port wing light of water and while you're about it, drain the wing too." I wonder if I had the

nerve. Probably I did. I am likely to be euphoric and a little giddy after returning from a long patrol and semi-winning a hair raising tussle with a thunderstorm. I subscribe to the theory (right or wrong) that the boss would rather drain a wing of water than pick pilings out of a wing. No. 3. On 18 August 1964 I landed HU-16 2127 in the open sea at Cay Lobos, picked up the Bahamian lighthouse keeper's wife who was hemorrhaging, made a four JATO bottle takeoff and flew her to Nassau (The four rocket bottles get the airplane airborne faster and reduce the danger of damaging the aircraft). My copilot, Don Aites, and I were really intrigued by the nautical chart we were using to keep from landing on a shoal. It was based upon a survey by the Ranger back in 1839. Or was it 1847? We of course wound up using a pair of highly skeptical eye balls. I hope the light keeper didn't mind rowing so far. Don Aites reminded me that Chief Tokarski was our aviation ordnance man who rigged our JATO bottles. It was the Chief's last day in the CG and he was no longer on flight orders. Don asked CAPT Sansbury for flight orders for the Chief for this one flight. I'm very glad he did. Its nice to know that one's JATO bottles will work when one pushes the ignition button. Thanks again, Don! You too, Chief!

No. 4. On the night of 19 Dec 1964, we scrambled an HU-16 and an HH-52 responding to a sinking boat distress call from the cabin cruiser Helen. You may not have noticed, but when somebody decides to sink, they pick the most disgusting weather they can find. In fact, I call weather that's totally repellant "Coast Guard Weather" (The only exceptions are those days when the sun is smiling gloriously and a strong wind is piling up the waves to trap unwary boaters). Let me be the first to tell you that people lose heart at night, that is, they get scared in the dark. This gives them the chance to have us do risky things in ugly weather in the dark when we're tired. I always loved quadruple threats. In other words, we were doing once again what we normally do.

Pete Peterson went ahead in the HU-16 to home-in on the sinking boat before the boat stopped transmitting, flying at fast cruise (2200 rpm versus the normal 2000 rpm giving about 160 knots) while Ed Dempsey and I putsied along at 80 knots in the HH-52. After locating the

sinking boat by homing-in on the sinker's radio transmissions, Pete then made a night pump drop from 200' that was perfect. The parachute on the water-tight pump can nearly hit the boat and the trail line did hit the boat. The pump can was in the sea next to the boat. Unfortunately this guy's idea of CG weather was a little too good. The 30 knot northerly wind with higher gusts had built up quite a wave system blowing against the Gulf Stream. The skipper lost all the skin on one arm trying to get the pump can from the sea into the boat. My setting a pump can on his deck was the only way he could use it. So, I set the pump can on his deck. The boat (as usual) did not cooperate a bit; it pretended that it was a cork in a maelstrom, and to add insult to injury its long whip antennas looked like they were trying to clean the sky of helicopters. I might add that one can work up quite a sweat chasing a boat with a pump can hanging from the hoist cable. The owner later wrote us a letter thanking us, and saying that the shipyard in Fort Lauderdale had replaced 10,000 fasteners in the boat's wooden hull.

No. 5. On Sunday morning 3 April 1965, I took off from Dinner Key at first light in HH-52 1384. A passing boat had found a small cabin cruiser that was disabled and had taken it in tow. The operator had donned a life jacket, and had attempted to swim the two miles to shore to get help. The lady and her children had been left behind on the boat. My crewman was PO Bagn (I think he was an AD3). He was sitting in the copilot's seat with a drift signal in his lap. We found the area very easily where the missing person should be just off Miami Beach, and I set up a search pattern. Suddenly, Bagn sighted the man in his life jacket. I know it's not nice to say that Bagn was about to do something dreadful in his pants, but I thought he was. I had to tell him twice (loudly!) to drop the drift signal. We landed in the water and picked up a very tired but happy floater (he had given up swimming some time ago), and then flew by the towed boat with the door open so that our newly acquired passenger could give a heart warming wave to the frantically waving persons in the towed boat. When I got home I told Peggy the tender tale. Well, that was not exactly the whole story. It seems that the people in the towed boat

were somebody else's wife and kids. Petty Officer Baugn did get his case of beer at the next morning muster for his outstanding sighting, and nothing but kind words. One is allowed to get a case of "buck fever" when one sights one's first survivor.

No. 6. Early in the morning (0300) on 13 November 1965, I got a call at home that the station needed another helo because a cruise ship, the Yarmouth Castle, had caught on fire in the channel to Nassau. I drove 17 miles to the Station at Opalocka. LT Lonnie Mixon, PO Morse and I launched in HH-52 1407 at 0328. It took us an hour and twenty minutes to arrive at the scene (it was 120 miles away). We could see the glow of the fire from 60 miles away as well as the parachute flares. We were the first helo airborne and the first one to the scene at 0448. From Great Isaac Light we could see the flames soaring 100' in the air. There were lifeboats on scene searching for survivors in the water and we joined the search. The On-scene-commander asked us to take some badly burned people from one of the rescue vessels (The Bahama Star). It was still night. While I was hovering over the vessel the dang tourists kept popping flash bulbs in my eyes. Lonnie and PO Morse laid the burn victims on the cabin floor till we ran out of floor space (there was no way that they could have sat up...they were unconscious). We could only take three victims for that reason. We flew the 60 miles to Nassau, landed, helped the medics take our victims to the ambulance and refueled. By this time there were two other helos on scene. Lonnie flew the second sortie in the right seat (pilot's seat), and I helped PO Morse lift the victims out of the rescue basket. These victims were conscious, had been dreadfully burned and there was no way to lift them without causing pain (Heart rending). We took them to Nassau also, refueled, grabbed a quick egg, toast and coffee, and then searched upon arrival on scene. We saw all kinds of trash but no survivors or bodies. We finally landed at Opa Locka having flown three sorties and 8.7 hours in the air. The aircraft had only one discrepancy, 'Clean cabin of people parts and deodorize'. What a wild night." *Note: This is an account that I wrote and mailed to my parents just days after the fire, which I finally found in some old papers that a sister had saved for me after my parents*

had passed on (Let's hear it for archivists).

No. 7. On 8 December 1965 we had a big daylight search using six or so HU-16s. Kirk Miller and I were in HU-16 7243. Dave Irons was in the adjoining search area. We were at about 500' happy as a clam when the starboard engine's propeller ran away. There is something extremely unsettling about a runaway propeller. I think it's the noise best described as an accelerating scream. I hit the feathering button in a heart beat, and it took me several heart beats to remember to pull the mixture control to idle cutoff, so I had to push the feathering button again. Meanwhile Dave had shut down an engine for cause. We were supposed to get another aircraft to escort us when we had an engine out, so I told Dave that I'd escort him if he'd escort me. I've often wondered what the Patrick Air Force Base tower thought when two aircraft landed with one engine apiece shut down. Dave says that when the engine quit (with the customary banging and oil everywhere, I should imagine), *"We started a descent, even with METO.* (Bernie note: METO is max-power-except-takeoff, which for the R-1820 is 2500 rpm and 45 inches of manifold pressure). *I can still feel the surge of relief when both drop tanks let go...it felt just like gaining translational lift in a helicopter when those tanks fell free. If I would have known that my memory was going to fog up, I would have written all that good stuff down when it happened. Today it sounds frightening just to think about it but not then. Between bad weather flying at Annette, night water landings at Dinner Key, a few close calls picking up refugees when Castro's ships were trying to abort our success, and some really scary stuff, like engine failures, no wonder I sleep so well, knowing we don't do that anymore".*

No. 8. Early in the morning on 31 December 1965, I got a call at home from the station that the cruise sailing vessel Mandalay had run aground six miles south of Fowey Rock Light in high winds and heavy seas, that there were two helos on scene with Dave Irons in one and Billy Murphy in the other, and they needed one more helo to assist in taking off the passengers. I drove rapidly in (okay, speeded in-- but only a little), ran up HH-52A 1388 and waited for LT Rick Folker to show up. I was of course musing that he should stop drinking so

much, the bachelor scum, or drive faster, or cease whatever it was that was holding him up. Now mind you, I was very fond of Rick, but as I have mentioned several times "Lord, give me patience-- But HURRY!" In short, I was fuming. Then a police car pulled up and I feared the worst. Rick was in trouble with the law; not that I was surprised. Bachelors! Rick jumped out of the patrol car and into the helo.

While enroute the Mandalay, he explained. It seems that he had run out of gas in his trusty VW Beetle (he could no longer afford to pay the insurance on his sport cars due to minor peccadilloes) and started running towards the station in his orange flight suit. He was doing his best imitation of a four minute mile when a patrol car pulled up along side and offered him a ride to the station. It gave Rick quite a turn, because he normally had reason to examine his conscience (his driving was a weakness) when the police appeared. Surprisingly, I believed his story, especially that part about running out of gas.

Dave and Billy had things well in hand. The Mandalay was hard aground on her keel but was still very lively. There was no way that anyone could have hoisted safely from that sailing vessel covered with rigging. It looked like a big version of a fly swatter, a helicopter swatter actually. Instead, Dave had the vessel's crew stream a rubber raft with four passengers in wet suits out from the vessel using a nylon line to control and to recover the raft. Dave had just picked up his four so I moved into position. The wind was really blowing hard. I could hover using 50% torque with a normal fuel load and three persons on board. I picked up my four persons with no more difficulty than you would expect with 10 foot breakers dashing by. I always used all the lights the helicopter carried, which did make those big breakers look weird. At this point, Billy called on 381.8 to say that during his last hoist the breakers had raised and dropped the basket with one person in it and had broken the hoist hook (Survivor was OK but basket was lost), so would I mind picking up another four people. Since I was hovering with only 70% torque, I said something like "no sweat" and picked up another four.

[To Be Continued...Ed]



ATC Mobile Simulator Compound

By Ptero George Krietemeyer, Aviator 913

On 9 September, 2014 Pteros Gary Grow (Av. 1205, one of the first Simulator Instructors) and George Krietemeyer (Av. 913/CO ATC Mobile #7) received a whirlwind tour of all the latest “Star Wars equipment” in Erickson & Wilks Hall. It was an eye-opening experience.

HISTORY LESSON

In 1968, Ptero Gib Brown (Av. 795) was asked to look into simulators as a training tool for CG Aviators. Gib met with Dr. Paul Carro of the Human Resources Research Group of George Washington University (HUMRRO) and developed a plan to purchase one HH-52 and one HH-3F simulator (without visual features – strictly IFR) to be put in a new building aboard ATC Mobile. The cost for the two simulators to be built by REFLECTONE was \$2.5M. Erickson-Hall was built for \$300K. The system was named “Variable Cockpit Training System” (VCTS). By 1973, the simulators were up and running and CG Aviation entered a new era.



**The First CG Aviation Simulator:
HH-52A CGNR 1388**

MODERN TIMES

Fast forward to 2014 and take a look at what Christian Broxterman (Av. 2275) and his award winning team of computer whiz kids have developed for training our pilots and aircrew. The suite of train-

ing devices they operate and maintain is valued at over \$80M.

ATC Mobile currently utilizes operational flight trainers (OFT), cockpit procedure trainers (CPT), flight management system desktop trainers (DTT), and an aircrew weapons trainer (CG-AWT) in order to train over 700 student aviators and aircrew through transition, requalification, and proficiency courses, annually.

MH65D RECONFIGURABLE COCKPIT PROCEDURES TRAINER: The purpose of the RCPT is to provide training in cockpit familiarity, basic and advanced cockpit procedures, aircraft system, malfunction identification and troubleshooting, and avionics system familiarization and operation. The RCPT replicates the aircraft cockpits of the MH65D aircraft. Prior to 2013, this trainer provided reconfiguration capabilities for both the MH60J and HH65C aircraft. Last year the trainer was upgraded to support the MH-65D.

MH-60T COCKPIT PROCEDURES TRAINER: The purpose of this trainer is to familiarize pilots with the cockpit arrangement, location of controls, indicators, and annunciations, and provide a realistic environment to learn/practice cockpit procedures. This device is a realistic mock-up of the MH-60T cockpit, consisting of the pilot seats, flight controls, aircraft instruments, and circuit breakers.

MH-60T CAAS DESKTOP PART-TASK TRAINERS: The Common Avionics Architecture System (CAAS) Desktop Trainer is a PC-based software simulation of the CAAS Operational Flight Program (OFP) that uses two PC touch screen displays as multi-function displays. A canted console supports a simulated tactile Control Display Unit (CDU), Multi-function Key (MFK), and Low Profile Audio Control Panel (LPCAP).

AIRCREW WEAPONS TRAINER: The CG Aircrew Weapons Trainer (CG-AWT) is a motion based weapons system trainer for use in training CG helicopter Aviation Gunners. It is supported by six hydraulic legs which provide realistic motion while training. The CG-AWT is built to replicate the current inventory of CG helicopters and is convertible between MH-60T and MH-65D configurations. The trainer uses a state-

of-the-art visual scene (Elliptical spheroid dome with 180 degree x 105 field of view) on the entire right side of the aircraft and demilitarized training weapons to create a realistic training environment.

MH-65D OPERATIONAL FLIGHT TRAINER: Consists of cockpit instrumentation, cockpit lighting, cockpit panels, flight controls and associated control loading units (primary and secondary), cockpit hardware (seats, consoles, etc.), circuit breaker panels, and an air conditioning control unit. Visual System-220 degree x 60 degree glass mirror dome. The trainer has a six degree-of-freedom cockpit vibration system integrated with a motion seat.

MH-65D OPERATIONAL FLIGHT TRAINER: This simulator is the legacy HH65C simulator that is currently going through the government acceptance testing for the MH-65D upgrade, which also included an upgraded dual dome visual system. It consists of cockpit instrumentation, cockpit lighting, cockpit panels, flight controls and associated control loading units (primary and secondary), cockpit hardware (seats, consoles, etc.), circuit breaker panels, and an air conditioning unit. The motion system begins at the connection points to the foundation and includes the Hydraulic Pump, Motion Platform, Hydraulic Plumbing, Motion Cabinet/Console, electrical cables, and Facility-to-motion system power cables.

MH-60T OPERATIONAL FLIGHT TRAINER: The device consists of a cockpit assembly, instructor console, visual system-220 Degree x 60 degree Flyer Dome, motion system and computer cabinets.

HC-144 OPERATIONAL FLIGHT TRAINER: The device consists of a cockpit assembly, instructor console, visual system, motion system, and computer cabinets. This Level D simulator is the world's largest collimated visual display system offering, out-the-window realism and an incredible 290 degree x 60 degree field of view. The projector displays 4 million pixels and the bulb has a 50,000 hour service life.

HC-144 RECONFIGURABLE FLIGHT TRAINING DEVICE (RFTD) it will be eventually referred to as CPT: This device is a realistic mock-up of the HC-144A cockpit, consisting of the pilot seats, flight controls, graphical representation of aircraft instruments, and circuit [See ‘**Simulators**’ on P. 18]



Mail Call! This issue's mail is brought to you by UF-1G CGNR 1259. Please see a related letter about the 1259 on this page.

Oldest CG Aviator

I am 91 years old, born April 27, 1923, Aviator number 547. Name: Don Vaughn. I am still flying, a Mooney 201. Stay VFR. If all stays well and the weather is right, plan to fly to Cape Cod for the roost. Still practice instrument approaches, but stay out of the busy areas. I am not sure that my buttonology is good enough to keep up. With two GPS's, one spends too much time in the cockpit.

I found the articles about the 1276 and 1219 interesting. Flew both. Checked my log book for length of flights. Closest I could come was 11 hours with quite a few eight or more; all in the beloved Albatross. I never liked 'Goat,' even if it was fondly. Had a few long ones in the PBM too.

A few years ago, I visited USS Intrepid in New York. The flight deck had two CG helos: an HO-4S and an HH-52. It turned out that I had flown the -52.

Ptero Don Vaughn, Aviator 547

More on HU-16E CGNR 1267

My first flight on 1267 out of St. Pete A/S was a 7 hour F/V search on 21 May 1953 with LCDR Gus Kleisch in the left seat. Next, I have a one line entry in my log book for 18.7 hours 19 & 20 SEP 1953. In the remarks section I wrote 'AF 2277 Ditch.' I don't know why I wrote 'Ditch.' My foggy memory after all these years will try to get facts straight. AF 2277 was a transport enroute from Bermuda to somewhere in the Carolinas on the night of Sept. 18/19 when she declared an emergency, fire I believe, and the crew bailed out. The first day I

was aboard for 6.7 hours as navigator. Day 2, I was CP for 12 hours. I didn't record who the pilots were but day 1 might well have been CDR "Bobo" Evans, Air-Sea CO.

I remember Navy, CG, and AF aircraft in racetrack patterns trying to get liferafts

to crew I believe were only in lifevests. But there was a stiff wind from the SE creating a short, steep nasty chop. Liferafts blew away in that wind. Nevertheless, one AF SA-16 attempted a landing and lost a wing float. Now there was another crew to be rescued. As I recall, a merchant vessel we had vectored to the vicinity did recover all the folks in the water.

I noted Ed Hauff's remarks and wonder if he might have been in our other UF 1G (1271) at the above picnic and might remember some details that I could have wrong.

Ptero Gordon Loftin, Aviator 630

Electronic Pterogram Sighting



I recently PCS'd to Colorado Springs for an assignment as the Military Deputy to the J35 (Future Operations) U.S. Northern Command.

My son and I drove to Pikes Peak on 7/27/14. I brought my iPad and tried to get a picture with the electronic version of summer 2014 PTEROGRAM, an attempt similar to CAPT Gravino's pic in the summer 2014 edition, page 16. Addi-

tionally, I'm wearing my CG Centennial of Naval Aviation shirt

[This is the first published sighting of the electronic 'gram...Ed.]

Ptero Eric 'Jackie' Gleason, Aviator 3316

UF-1G CGNR 1259 Crash

Krietemeyer was not the only lucky person on 22 Aug 1957. Al Tingley and I were scheduled for the test flight but made a training flight when it was not yet ready for the test. We were rescheduled for the afternoon test but I had a HO4S flight scheduled and Faucher asked Tingley to let him make the flight because he had just returned from leave and needed the flight time. I was ready for liftoff when the crash occurred and air taxied to the crash site which was a big ball of flame. I flew one of the two survivors to St. Albans Naval Hospital. There were survivors because the airplane ended up in front of the crash crew facility.

In May 1956, E.P. Ward and I made a 12 day trip with CG1259 in connection with LoranC sites. We flew from San Juan, PR to the Panama Canal Zone to pick up three passengers and flew down the west coast of South America as far as Guayaquil, Ecuador. I have attached the only photos that I have of the aircraft which were taken at Buenaventura, Colombia. The nose gear is on solid ground but the main gear is buried enough that we had to borrow a shovel to move the plane. The photo of the tail is interesting because of the roofs in the background.



Ptero Laurence A. Cox, Aviator 569

Roost Hall of Honor Inductee Appreciation

My husband and I and our entire family want to thank you and the many
[See Mail Call on P. 18]



Aviation Technical Training Center Honor Graduates



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

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AET3 Michael D. Ruyle	North Bend	AMT3 Daniel E. Robinson	Humboldt Bay
AST3 Samuel J Knoepfel	Miami	AET3 Christopher M. Reed	Barbers Point
AST3 Bryan T. Evans	Miami		



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4511 Daniel J. Reilly	Elizabeth City	4512 Jeffrey M. Mistrick	Clearwater
4513 Andrew N. Breen	New Orleans	4514 Crystal A. Barnett	Borinquen
4515 Andrew J. Cinque	Savannah	4516 Logan B. Donahey	North Bend
4517 Sean E. Stadig	Elizabeth City	4518 Matthew E. Kolb	Atlantic City
4519 Matthew D. Poore	North Bend	4520 Alex R. Webber	Atlantic City
4521 Amanda M. Robinson	Miami	4522 Rebekah A. Seifer	Miami
4523 Jonathan D. Magin	Savannah	4524 Myles A. Richardson	San Francisco
4525 Tyler J. Dewechter	Cape Cod	4526 Michael G. Klakring	Clearwater
4527 Michael J. Hennebery	New Orleans	4528 Holly N. Madden	New Orleans
4529 Jason E. Brownlee	Houston	4530 Michelle J. Leclerc	Elizabeth City
4531 Daniel G. Beshoar	San Diego	4532 Timothy J. Mullen	Miami
4533 Ronaqua A. Russell	Corpus Christi	4534 Dustin S. Faux	Miami
4535 Alexander R. Lloyd	Humboldt Bay	4536 Alex C. Martfeld	Astoria
4537 Stephen N. Spotts	Port Angeles	4538 Wryan C. Webb	Elizabeth City



'Simulators' from 16

breakers. The trainer supports standard operating procedures, instrument flights and post maintenance check flights.

HU-25 OPERATIONAL FLIGHT TRAINER: This simulator is in the process of being decommissioned. It may be donated to the Alabama Secondary School System for use in a new simulator training program.

The new HC-144 OPERATIONAL FLIGHT TRAINER is shown on the right.



'Mail Call' FROM 17

others of the Coast Guard Aviation Association for the wonderful weekend and tribute to my dad, Gus Kleisch. We sure enjoyed the "roost" and the dinner was excellent. The bronze plaque of my dad was wonderful; we were all were so thrilled with it. The knowledge that my grandsons can visit the plaque as grown men and remember the night it was awarded was just the very best. Everyone was so nice and we had the best time. Thank you!

Judy Ernst and family



CG Aviation Association Multi-mission Form

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Sign me up for:

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- ☐ Annual Membership \$ 30 (Active Duty \$15)
- ☐ Ptero Ball Cap \$ 20 (includes postage)
- ☐ Chronological History of CG Aviation 1915-2010 CD \$7
- ☐ CGAA/Ptero Circular Stick-on Decals \$1 each/3 for \$2 (includes postage)
- ☐ Book: 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$25.00 Shipped
- ☐ Current Ptero Patch, 4 inch \$8 Old Ptero Patch \$7
- ☐ CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
- ☐ "Number Two" – The story of CG helo pilot #2, CDR Stu Graham, by Ptero Tom Beard. 28 pg. reprint from AAHS Journal. \$2 each, postage incl.
- ☐ Ptero Challenge Coin \$10ea, 2 for \$18, 3 for \$25 (includes postage)
- ☐ Ptero Bumper Stickers \$3 each/2 for \$5
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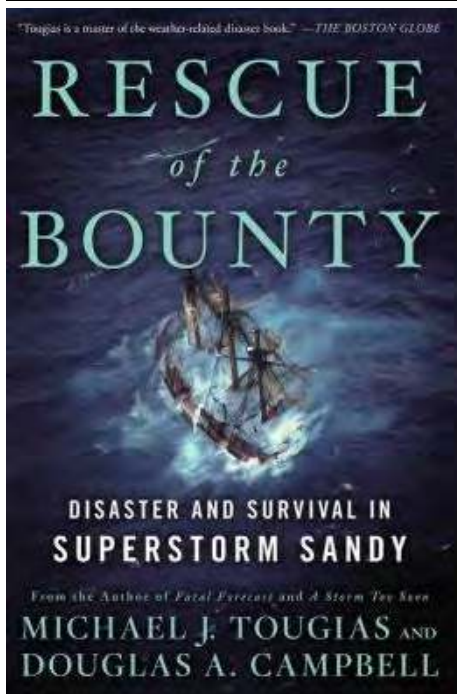
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- CG dates served: _____ to _____
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MAIL TO:

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

Oct 2014 Please make copies of this form and pass it on.

Book Review By Ptero George Krietemeyer, Aviator 913



I will be brief: GREAT BOOK!!!-You will be wringing your socks out, it is so salty.

The book, and the BOUNTY'S journey start at a place familiar to many of us---the STATE DOCKS at New London, CT. The BOUNTY is a 60 year old WOOD replica of the real BOUNTY. She was getting ready to sail to her winter port – St Petersburg, FL (another familiar place).

Hurricane SANDY is forming in the tropics and the Skipper tells the crew "No Sweat – the best place for a boat in a hurricane is at sea". He sounds like a potential good customer of the CG.

Off they go – heading East to get "around" the storm. After three days he realizes that ain't gonna happen, so he tacks and heads Southwest, right into the storm.

On Day 4, BOUNTY emails her owner and says – send help – we are taking on water. By now BOUNTY is in the heart of the Graveyard of the Atlantic – the good news is - that's where ECG is too.

Slight problem – the ready aircraft is at RDU to get away from the storm.

The ready crew leaps into the C-130J and is airborne at 2200. The tower operator says "you are going into the Semper Paratus. The AC is Ptero aviator 4288C, and his CP is aviator 3835A. They find the BOUNTY right where the EPIRB says she would be but by now the crew is abandoning ship.

Two JAYHAWKS launch from ECG. The first has aviator 3509A as AC, aviator 4330 as CP, 529 as Rescue Swimmer and Mike Lifken as FM. The second has aviator 3546A as AC, aviator 4283 as CP, 748 as Rescue Swimmer and Greg Moulder as FM.

In the interests of time, I'll end it here. Buy the book –or the Kindle- to find out the names of the heroic crews; do not wait long because this will be a movie someday.



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Ptero Bernie Hoyland's Miami Air Stories Pg. 13
*[Photo of Seven Miami HU-16's Just Prior to Retirement
Circa 1982...Ed]*



AirSta Astoria Celebrates its 50th Anniversary Pg. 5

Enlisted Ancient AI Change of Watch and Retirement Ceremony for AMTCS Peter MacDougall Conducted at AirSta Cape Cod. Ptero Peter was presented a framed SAR Aircrewman Pennant from the CGAA by CGAA Executive Director Ptero Ben Stoppe, Aviator 1646. See Pg. 3

MAIL Pg. 17

THAT'S NOT ALL !!