



PTEROGRAM

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

Sitrep 1-12 Spring 2012

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

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Pthirty-sixth Annual Ptero Roost Pflight Planning Underway



California Here We Come!...Again! Sacramento has been chosen, and PTEAM SACTO ROOST 2012 is formed and has started preparations for the 2012 Roost that will salute the men and women of CG Air Station Sacramento from 11-14 October. The Ptero's last roosted in Sacramento in 2004...and that, by all accounts, was a memorable gathering. PTEAM SACTO is hard at work to make the 2012 Roost an exceptional one as well.

AirSta Sacramento is a very close airways fix away (as the Pterodactyl flies) from Roost HQ, located in the park-like setting of the LionsGate Hotel and Conference Center. LionsGate is a unique hotel complex consisting of the refurbished and upgraded Officers Club, Senior Officer Quarters, and Visiting Officer Quarters, all located in the historic former McClellan AFB "Officer's Housing Area".

PTEAM SACTO ROOST 2012 consists of a 10 member planning pteam led by Ptero Steve

Delikat, aviator 2152, and includes several retirees/pteros, four former COs, the current AirSta Sacramento CO, CAPT Mike Eagle, aviator 3082, several AirSta Sacramento volunteers, and volunteer members of the CG Auxiliary. CAPT Eagle and his crew will assist in roost preparations and participate as their duties permit.

See page three for roost hotel registration details and to have a say on what you would like to see and do at this year's Roost!



DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS June 2012, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE → Annual Membership for non-active duty increased to \$30 on 1/1/12. Check out page 15 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 2863 (CGAA/AOP President):

Greeting fellow Pteros - I continue to be impressed with the level of dedication, commitment, and energy our group displays in everything. We're moving forward with plans for a west coast roost this year. CGAS Sacramento will be the sponsor unit and, based on all the preparations and planning, this should be one for the record books. We have had a few changes to the board over the last few months. Bear Moseley has decided to step down from his position as VP, History, Archives and Awards and will be sorely missed. Bear has agreed to continue to help out in a less formal role and is helping us get the Roll of Valor updated and a sustainable process in place to keep it current. We also added a Chief Information Officer to the board. Dave Riley graciously volunteered and has officially taken on the role of CIO. As always, fund raising continues to be a challenge. Joe Baker, the new EVP, attended Helicopter Association International (HAI) in Dallas and helped generate some new connections that hopefully will result in some financial assistance for Project Phoenix and some of our other initiatives.

For those of you that didn't hear or see ADM Papp's leadership address to CGA, he is calling for the development of a course to teach cadets about the heritage, history and tradition of those who came before them. It will focus on inspirational individuals, exceptional cases of leadership and heroism. CGAA has many members and situations that fall into this category. We're going to work with the CG Historian to provide the CG Aviation History CD and various publications from the Ptero group to make sure new coasties learn from inspirational aviation leaders.

We still need some new blood to help fill out the positions that have been so ably staffed for many years. Please note the vacant positions on the left. Young or old, please volunteer to help as you can. CG aviation has given me much more than I could ever give back! Start making your plans to head west to Sacto!

Steve Reynolds, 2863



Association of Naval Aviation College Scholarships: please see Eligibility and Application info on page 11 and pass the word to anyone you feel may be interested in this great opportunity. Your CGAA supports this program. Donations are also welcomed...Ed

Taps

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

Darrel Barfield, P-2337, 4/2/11

Germane Reif (wife of Ptero Albert Reif, Jr., 730) 7/23/11

Marion T. Tilghman, 1069, 9/19/11

John J. Huff, P-2812, 8/29/11

Kendall M. Whiting, 1231, 12/31/11

Michael K. Van Doren, 2142A, 2/12/12

Clarence J. Berry, P-2553, 1/27/12



COME TO THE GOLD RUSH BOOM TOWN OF SACRAMENTO!!

Roost 2012: October 11, 12, 13, & 14

TEAM SACTO ROOST 2012 has secured the beautiful General's House (the two- star general's Air Logistics Command residence on the former McClellan AFB) as our Roost HQ and Hospitality Suite at the LionsGate Hotel and Conference Center. The boutique Hotel consists of a complex of buildings which were converted to a hotel/conference center from Senior and Visiting Officer's Quarters and Clubs from the time McClellan was an active base. All of our meeting rooms, dining rooms, hotel rooms, and banquet areas are superbly appointed/refurbished.

McClellan AFB was an active base from 1935 until 2001, when it was deactivated due to a Defense Base Closure and Realignment Commission (BRAC) decision. Today, the base is known as McClellan Park and is a model example of a highly successful BRAC'd military base converted to civilian use. McClellan Park remains the home of CG Air Station Sacramento which moved there in 1978, and the modern Aerospace Museum of California building and airpark. There is an AAFES exchange and commissary across the street from the hotel complex, and a 10,000-foot runway and FBO used by private and public aircraft.

The Sacramento area is home to the state capital, several world-class museums and a unique "Old Town" area reflecting its gold rush heritage. Nearby attractions include several "new gold rush" 5-star Casino-Resorts; San Francisco and the Bay Area is a two hour drive to the west, Lake Tahoe and the Sierra Mountains are 1.5 hours to the east, and Yosemite and Lassen National Parks are easily done two-day trips. Additionally, there are many wineries in the area – in addition to those in the Napa and Sonoma valleys, there are many smaller wineries in the nearby foothills which have great wines and are not crowded. Outdoor adventure opportunities include golf at a wide selection of challenging courses, rafting, biking, and walking /jogging trails, gold panning, and mining tours.

The Hospitality Suite will open early on Thursday. A Friday Night reception will be held at the Aerospace Museum of California, under and amongst the aircraft. A Saturday Night Awards Banquet is planned for the LionsGate Garden Pavilion. The Sunday morning business meeting will be held in the O Club meeting room. A Sunday afternoon Bar-B-Q will be hosted at AirSta Sacramento.

As part of our three day extravaganza, we will be offering tours typical of the Northern California lifestyle and area. We would like YOU to give us input as to what tours would interest you. Please e-mail Jerry Mohlenbrok, jerrymoh@calwisp.com, with your choices from the following:

Long Tours

- a. San Francisco/Pier 39/Alcatraz (2+ hours ride one way)
- b. Lake Tahoe Vista/ Lake Tahoe Cruise (2+ hours ride one way)

Short Tours

- a. Apple Hill/ Apples Galore/ Arts and Crafts (1+ Hour ride one way)
- b. Empire Mine tour and Foothill Winery Tasting/light lunch (1+ Hour ride one way)

Self-guided tours

- a. Sacramento Old Town/Railroad Museum/State Capital (30 minutes one way)
- b. Auburn Old Town/Coloma Gold Discovery State Park (1 hour one way)

Golf – Best Ball Golf Tournament

- a. Please let us know if you are interested in golfing

Please let us know what tours interest you, and whether you would prefer to go on Friday or Saturday. This is not a commitment on your part; we are just trying to gauge your preferences.

Based on your responses, and research by TEAM SACTO, a complete listing will be posted in the Summer Pterogram.

LIONS GATE HOTEL | 3410 WESTOVER STREET | MCCLELLAN (SACRAMENTO), CA 95652

TOLL FREE: 1.866.258.5651 | TEL: 916.643.6222

Room Rate is \$92/night Plus applicable state and local taxes, currently 12%, as well as a \$1.25 tourism assessment

Reservations can be made, modified or cancelled at our designated web link

<http://booking.ihotelier.com/istay/istay.jsp?groupID=735085&hotelID=10307>

All rooms blocked and not picked up by "cut-off date" will automatically be released without notice on September 20th, 2012. Reservations requests received after 1700 local time at the Hotel on **day of arrival** will be accepted on a space and rate availability basis. For reservations please call 916-643-6222 or Toll Free 1/866-258-5651

- **Guest room rate includes a hot breakfast**
- **Rate honored 3 days prior and 3 days post room block**
- **Complimentary high-speed internet access in all guest rooms**
- **Complimentary shuttle service to and from Sacramento Intl' Airport**
- **Complimentary parking for all attendees.**

Lions Gate has 120 Rooms available each night, and can help with overflow at another hotel, if all their rooms become booked.

Make your hotel reservations early!



ICEBREAKER SECTION LAW ENFORCEMENT DETACHMENT ONE

ALASKA PATROL OCT-NOV 1972 (Continued)

by Ptero John Ronald (Ron) Huddleston, Aviator 1194 *[Re-printed with author's permission...Ed]*

While enroute, JARVIS informed us that personnel evacuation would not be necessary as a Japanese Fishing Vessel "Koyo Maru # 3" was on scene and attempting to pass a tow line to JARVIS. I was then directed to return to pick up my crewmen from the beach at Broad Bight then to fly to Akutan Village on the north side of the island and land there to spend the night. We returned to Broad Bight and were able to see the fire that my crew had started, landed, picked them up and, using our nose light again, began slowly heading east along the rocky coast to the end of the island. When we tried to turn the corner to the north, we ran into the full force of the storm with horizontal wind-blown snow causing us to lose visibility and start to ice up and, having difficulty simply making forward progress, we decided to abort and return to Broad Bight to land and spend the night. We informed JARVIS and began the trip back with Bill piloting and me controlling the nose light. We landed and secured for the night after informing C-130 CGNR 1453 of our position and intentions of maintaining a radio guard on 243 MHZ with our PRC-63 survival radio. We were extremely happy to be sitting in a cold helicopter on a beach in Alaska on a dark and snowy freezing night. Unfortunately, we only carried four emergency sleeping bags aboard the helo; so, the pilots volunteered to stay in our cockpit seats to sleep and left the four sleeping bags for the crew's enjoyment. Two of my crewmembers decided to sleep on the ground under the helo until I told them that they would make nice snacks for Kodiak bears. They then decided to sleep in the helo. Bill and I had no idea how cold you could get wearing a wet suit if you were inactive. It did not take long for the sweat generated during our flight to turn icy cold. I could hardly wait for sun up so I could start the engine and turn on the heater.

Three or four hours later, the grayish blue Aleutian sun rose and we began to prepare for our departure. It was still blowing snow but the wind had slackened a bit. We checked that our fire was out and began our preflight and before start checklists. After engine start, we

contacted JARVIS and asked their position. JARVIS replied that she was anchored in Beaver Inlet on Unalaska Island and that we should proceed to Dutch Harbor and standby to assist as necessary. Dutch Harbor was about 30 nautical miles SW from our position as the crow flies, but we were unable to fly over the mountains due to blowing snow and probable icing conditions, so we followed the coast line to the west and landed at Dutch Harbor Airport after a half hour flight. Reported to JARVIS that we were on deck Dutch Harbor and that I would inform the airport manager of the JARVIS situation and ask for his material and communications support for CG repair and relief operations. He readily agreed and I told him that I would be responsible as the CG representative for assuring that he would be reimbursed for all expenses that occurred during relief operations.

While the air crew were inspecting and servicing the aircraft, the pilots were in the airport tower trying to make arrangements for our crew and our fuel, parking and maintenance needs. Around 1400, JARVIS requested gasoline for her portable dewatering pumps, as their remaining supply was running critically low.

We did not have an external cargo sling available, so my aircrew jury-rigged a sling to hang from our external hoist with ropes. A 55gal barrel of gasoline weighs in the neighborhood of 400 lbs, and the external hoist was stressed for around 600 lbs, so we decided to take two full barrels at a time, one in the cabin and one on the hook. We completed two sorties prior to darkness and delivered 220 gallons to JARVIS. On taxiing in from the last sortie, Petty Officer Hawes got aboard the aircraft and got on the intercom and said that parking out in the weather was not going to be good for the helo or the aircrew and he wondered what I thought about taxiing into an old abandoned WWII hangar next to the runway. Part of the roof on one half of the hangar had collapsed or been bombed. The other half was clear of snow and offered good protection for our helo. It looked to be sturdy and Hawes said that we could taxi in and turn to face the exit if careful. So the

crew deplaned and Bill Wolfe checked it out also. Then I followed the taxi directions of PO Hawes into the hangar and made a 180 degree turn facing the hangar opening then shut down the aircraft. From the 16th through the 18th of November, additional sorties were made delivering more fuel, food, blankets, District and headquarters Damage Control experts, diving gear, divers and cement brought to Dutch Harbor Airport by CG C-130 aircraft. On return trips, we evacuated sick and injured ship crewmembers and treated them to barbecued hamburgers, hot dogs and beer delivered by C-130 from CGAS Kodiak. JARVIS crew were then flown to area hospitals for treatment of their various ailments. On 19 November 1972, AV-TRACEN ALPAT Detachment One was relieved of duty by CG HH-3F 1481 from CG Air Station Kodiak, Alaska. LCDR Jack Denninger was the HH-3F Aircraft Commander. From then on, my detachment was on crew rest until 23 November 1972 when we departed Dutch Harbor with an HH-3 escort to Cold Bay, Alaska where we were delayed by bad weather until the 27th when we were escorted by C-130 to Port Heiden, Alaska. On the 28th, we were escorted by an HH-3F to CGAS Kodiak. On the 29th, my crew, with the assistance of Kodiak aircrew, dismantled HH-52A 1383 for transportation to AR&SC Elizabeth City via C-130. HH-52A 1383 was loaded aboard a C-130 bound for CGAVTRACEN Mobile and then to AR&SC Elizabeth City. Passengers included a Coast Guard admiral and his party and my Helo Detachment. There were no seats available for my crew, so we had to ride inside the cabin of HH-52A 1383 all the way to Mobile, AL.

On arrival at Mobile, I departed the C-130 and told P.O. Hawes to tell everyone to get their gear and take liberty. While hugging my beautiful wife and baby, Bill Wolfe told me that the C.O. wanted us to attend a reception in the wardroom. Assuming the reception was for the 17th District Admiral and his party who I was certain would not notice my absence, I told Bill I was going home and that I would see him tomorrow at IBSEC spaces. I found out later

that the reception was for our detachment. Very embarrassing--should have remembered what Jerry Mohlenbrok told me: "...to assume means making an ass of you and me."



**Margarita and Ron Huddleston
at the 2011 Roost.**

Annual "Cosmic Airlines" Reunion Scheduled

We will hold our annual Coast Guard Air (AKA 'Cosmic Airlines') reunion on 20 – 22 May 2012. The event will be held at the Silver Legacy Hotel/Casino in downtown Reno NV. The cost of the banquet is \$42.00/PP which includes the three days at our hospitality suite, open bar and snacks.

A block of rooms have been set aside for us for \$59.08/night which includes all taxes and fees. For room reservations contact the hotel at 10800-687-8733 and ask for group rate USCG. If you need further information or a sign-up sheet contact Roger Schmidt, rogngina@sbcglobal.net (925)443-1449, or Linda Etheridge, LEther7294@aol.com



THE COAST GUARD'S ROLE IN "THE LAST BATTLE OF THE VIETNAM WAR"

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

The last names on the Vietnam Veterans Memorial in Washington, D.C. are those of the forty-one servicemen killed in combat in the Vietnam War. These airmen, sailors, and Marines were killed on 15 May 1975 in Cambodia, nearly two weeks after the fall of Saigon and more than two years after the U.S. military withdrawal from Vietnam.

On 12 May 1975, the American cargo ship SS *Mayaguez* was seized by the Khmer Rouge while steaming off the coast of Thailand in international waters and its thirty-nine crew members were taken captive. The U.S. government acted quickly to prevent another event like the seizure of the USS *Pueblo* by North Korea in 1968.

The captured crew members were believed to be on Koh Tang Island, so the plan was to execute a combat assault on the island to rescue the crewmembers, using USAF helicopters to land Marines, then at Utapao. The USS *Harold E. Holt* (FF-1074) would close with the *Mayaguez* and board and secure her. USN tactical air would provide close air support for the Marines and B-52 strikes would be directed against supporting mainland Cambodian targets of the port of Kompong and Ream Airfield.

"The Last Battle of the Vietnam War" would begin at 5:55 AM on 15 May and last fourteen hours, resulting in the deaths of forty-one American servicemen. Unknown to almost everyone, the U.S. Coast Guard would participate in this "last battle."

CGNR 1339 (the Coast Guard's oldest C-130, first delivered in 1958) from Air Station Barbers Point was deployed to NAS Guam on 4 May 1975 to provide SAR for military and civilian ships and boats coming out of Viet-Nam after the fall of Saigon. RADM (then CDR) Ron Polant, [Aviator No. 879] the Operations Officer at Barbers Point, was senior officer in charge of the mission. The HC-130B deployed with two crews so that they could be split into two 24 hour watch sections. The Coast Guard crews stayed at the Continental Hotel which had a holding area for refugees next door with hurricane fences between the hotel's guests and the refugees.

The evening of 14 May, the Coast Guard aircraft commander on duty, LCDR Richard "Dick" G. Evans [Aviator No. 1110] and LT M. Darnel Hendrickson [Aviator No. 1210] (as co-pilot) were told to meet with the Commanding Officer of the Naval Air Station in operations for a classified briefing. The CO advised them that we would be providing SAR for a military operation the following morning. They would provide "Duckbutt" services...which amounts to flying to a designated spot and orbiting until called upon for SAR. Their primary mission would be to provide SAR coverage for the B-52's, should they be sent to attack Cambodian targets.

Since the B-52's would be taking off at sunrise, CGNR 1339 with LCDR Evans as aircraft commander, but LT Hendrickson flying as first pilot in the left seat, took off from NAS Guam an hour before sunrise. While CGNR 1339 orbited in preparation for the arrival of the B-52 bombers, it also provided SAR coverage for the A-7 Corsairs of VA-94 flying from the USS *Coral Sea* (CV-43) to provide close air support to the Marines fighting on Koh Tang Island. With the cancelation of the B-52 bombing mission, CCNR 1339 returned to NAS Guam after about a three-hour flight. It would continue its deployment to Guam until 14 May when it returned to CGAS Barbers Point.

As CWO (then AT1) Alan Zack, the radio operator/navigator, about CGNR 1339 that fateful day later said, "Our contribution was not that heroic, but we were there."

In May 1978, the pilots and crew of Coast Guard HC-130B (CGNR 1339) were authorized and issued the Armed Forces Expeditionary Medal in recognition of their service for the Mayaguez Operation on 15 May 1975.



AirSta Sitka, Alaska

By LT Christopher Enoksen, Aviator 3904

The first Coast Guard Air Station in Southeast Alaska was established on Annette Island, located 20 miles south of Ketchikan, in March 1944. The Air Detachment consisted of two pilots, five enlisted crewmembers, and one aircraft, a Grumman Flying Boat. In the succeeding 33 years, aircrews from Annette Island performed Search and Rescue (SAR), law enforcement, and logistics missions throughout Southeast Alaska utilizing JRF, PBYSAG, HU16E, HH52A, and HH3F aircraft.



On 3 July 1964, an HU16E crashed on Gravina Island, near Annette, killing all aboard. The family of the copilot, LT Robert A. Perchard, created a perpetual award honoring an individual aircrew that displays superior technical, aviation, professional and leadership abilities. This award is still presented semi-annually at every air station in the Coast Guard honoring the finest women and men in aviation.

In 1977, the Coast Guard relocated the Air Station from Annette Island to Sitka. In March of 1977, the barracks and hangar on this location were completed, and the move of personnel and equipment began. Fifty-six family housing units on Annette were dismantled and barged to Sitka. They are still in use today. On the eve of Alaska Day, October 17, 1977, United States Coast Guard Air Station, Sitka, was officially commissioned.

Air Station Sitka's area of responsibility encompasses approximately 180,000 square miles of water and land stretching across Southeast Alaska from Dixon Entrance to Icy Bay, and from the Alaskan/Canadian border to the central Gulf of Alaska. This includes 12,000 tidal miles of coastline characterized by rugged coasts, mountainous terrain, severe weather, numerous remote villages, and long distances between fuel caches and landing sites. Air Station Sitka's operating area is one of the most demanding flight environments that USCG aircraft operate in.

Today, Air Station Sitka utilizes three MH-60T Jayhawk helicopters and has a complement of over 130 officers, enlisted, and civilian personnel. Each MH-60T, crewed by two pilots, a flight mechanic, and a rescue swimmer, has a 125-knot cruise speed, and 600-mile range.

In a "ready" or "alert" status 24 hours a day for national defense, search and rescue, marine environmental or law enforcement response, the crew and helicopters are also used for maintaining marine aids-to-navigation, enforcement of laws and treaties, and various other missions in cooperation with federal, state, and local government agencies.



The Air Station averages 130 Search and Rescue (SAR) cases a year, many completed in storm force winds, snow, low visibility, and darkness. About half of the unit's SAR cases involve conducting air ambulance missions from small villages, logging camps, boats and cruise ships. A typical year also sees some 180 sorties in support of federal and state law enforcement initiatives. Air Station crews fly surveillance patrols to protect

our pristine ecosystems as well as transporting environmental response teams and equipment in the event of a maritime pollution incident. A Coast Guard Aids to Navigation Team and Buoy Tender are also located in Sitka. The Air Station assists these units in the routine maintenance, outage response, and position verification of over 75 navigation aids. These aids include lighthouses, buoys, and day markers, which ensure safe navigation for commercial and recreational vessels. Air Station helicopters transport some 500,000 to 800,000 pounds of cargo each year. The Air Station acquired an Aviation Training Boat in April 1994 to provide a platform in support of Air Station Sitka's flight crews hoisting training requirements.

Since 1977, Air Station Sitka's aircrews have saved over 1800 lives, assisted thousands of others and saved several hundred million dollars in vessel property from the perils of the sea. In 1980, one of the most successful rescues ever occurred when the Dutch cruise ship *Princendam* caught fire 195 miles west of Sitka. Air Station crews were part of a joint international rescue team with units from the Coast Guard, Air Force, Canadian forces and commercial resources. In all, 13 aircraft, three Coast Guard cutters, and three commercial ships rescued the 522 passengers and crew within a 24-hour period without loss of life or serious injury. Sitka crews

have also won national acclaim for daring lifesaving missions during horrendous winter storms in the Gulf of Alaska. Aircrews have repeatedly battled 70-foot waves, severe turbulence, and darkness to save fishermen from the perils of the sea. More recently, an air station Sitka crew was recognized at the 31st Annual Coast Guard Foundation "Salute to the Coast Guard" awards ceremony for heroically and skillfully rescuing a seriously injured hiker from a cliff on the side of Mount Ripinsky in white-out conditions.

The professionalism, ingenuity, and unwavering devotion to duty displayed by the men and women of Air Station Sitka continue to reflect great credit upon themselves, their unit, the United States Coast Guard, and the United States of America.



Three Today in Tampa Bay

By Ptero Marty Kaiser, Aviator 753



During the Cold War between the early 50's and early 60's there were a large number of B-47 Bombers attached to two Strategic Bomb Wings at MacDill AFB. One morning in the late 50's, around 0700, while I was assigned to CG Air Station, St. Petersburg, a practice scramble of all flyable B-47's taking off two at a time at about 30 second intervals, with jet engines roaring like thunder, caused the local inhabitants to think that war had been declared and the local police and sheriff's offices were flooded with calls.

Unfortunately, there were frequent crashes of B-47s during operations out of MacDill in this period. The most recent incidents relative to the crash described below occurred in December 1958; a B-47 crashed in Tampa Bay off Coquina Key, a residential neighborhood in SE St. Petersburg, with all crewmen lost. In April 1958, a B-47 exploded in mid air in the vicinity of the Skyway Bridge in Tampa Bay. All crewmen were killed. These and others led to the phrase "One a Day in Tampa Bay" being coined.

On Monday, September 26, 1960 shortly before sunset, a B-47 took off from MacDill AFB on a Southerly heading climbing out over Tampa Bay on a routine training flight. The Aircraft Commander was 1stLt. Roland W. Korte (30), Copilot 1stLt. William W. Simmons (25) and Radar Navigator 1stLt. Harry A. Sheffield (29). A fourth man

was scheduled to fly in the crawlway seat but was called from the aircraft prior to departing the ramp. The words of William Simmons as they appeared in his Article "Three Today in Tampa Bay" begin below:

Upon completion of the exterior pre-flight, we boarded the aircraft. Just prior to engine start, we were advised that the fourth man would not accompany us and he was told to deplane. After his exit, we proceeded with engine start, taxied to the active runway and were cleared for take-off. Weather conditions were excellent. It was clear with very light wind. Take-off and initial climb were normal. As we were passing through 1800 feet, we heard an explosion, looked to our left and saw flames around the area of the left outboard engine. The aircraft immediately started a roll to the right. We were unable to override the roll with full opposite controls and Lt. Korte gave the order to bailout. (The accident investigation determined that the aft engine mount pin on the number 1 engine had failed allowing it to fall down while still producing power and catapult the aircraft into an extreme right roll.) By this time the aircraft was rolling through 90 degrees. Lt. Sheffield and I initiated the ejection sequence and separated from the aircraft as it was rolling through approximately 120 degrees. Lt. Korte had delayed his ejection until we ejected. By this time the aircraft had rolled 180 degrees and was upside down. Lt. Korte delayed his ejection until the aircraft rolled approximately another 90° to allow him to eject horizontally instead of straight down.

Upon hearing the order to bailout, I immediately initiated the ejection sequence. I remember the canopy blowing, the seat bottoming and the tremendous force of the wind that hit my body as the ejection seat departed the aircraft. I momentarily "black-out" and don't remember losing my helmet. I vaguely remember separating from the ejection seat. The next thing I remember was looking up at my deployed parachute and then looking down at the water below. I said several "thank you, God" and deployed

my dinghy. After a few seconds, I disconnected my chest harness strap but didn't inflate my life vest or release the guards on the parachute quick releases on my harness (contrary to our survival training procedures). I remember thinking there was no way I was going to touch the quick release guards until my dinghy hits the water. Shortly thereafter my dinghy hit the water, I pulled the guards down, my feet hit the water, and I depressed the parachute quick releases. I entered the water at a slightly higher speed and descended to a lower depth than one experiences when jumping off a high dive board. I deployed my life vest and, when I popped to the surface, my dinghy was within arms reach. I had often wondered if I would have a problem getting into my dinghy if I ever had occasion to use it. There was no problem!! I grabbed the sides and propelled myself in it on the first shot. In fact, I almost jumped over it!! I rolled over on my back, said several more "thank you, God", and disconnected the dinghy strap attached to my harness. I'm safe now in my dinghy and the sharks can't get me. All I have to do now is wait for someone to come and get me.

Earlier, the AirSta Engineering Officer, LCDR James R. Iversen, Aviator 534, and his young son Jim were outside their home on Pinellas Point in South St. Petersburg watching the sun set. His son suddenly yelled saying a plane had just exploded and was diving toward the bay. Iversen heard the boom and saw a smoke trail. Running next door he alerted his neighbor, the AirSta X.O., CDR Donald M. Reed, Aviator 494, who then called the AirSta Duty Officer, and headed to the AirSta.

At the CG Air Station, at Albert Whitted Airport, the Operations Duty Officer, upon receiving a report of the B-47 crash, dispatched the ready helicopter, HUS-1G 1333, piloted by LT John C. Redfield, Aviator 471, with AD1 Raymond Rosier and AM1 John W. Harm.



The HUS-1G (Sikorsky HH-34, Sea-

horse) had replaced the old HO4S's (Sikorsky H-19) at the AirSta in the latter part of 1959. Quickly on scene, the helo crew located the three survivors of the B-47 in the water just South of the AirSta and East of Pinellas Point and spread out about a mile apart. The sun had set and darkness was descending upon the scene. The helo crew picked up Simmons and Sheffield and had Korte coming up in the hoist basket when Redfield noticed he was losing rotor RPM and settling toward the water. When Redfield was unable to regain the necessary RPM, the helo settled into the water. This is how Simmons described what happened:

Shortly (after boarding his dinghy) I hear a helo approaching. It hovers above me and I see a basket being lowered. The basket is maneuvered to the side of my dinghy; I grab it and roll out of my dinghy into it. I became airborne again as it is raised to the door of the helo and the CG crewman operating the hoist helps me into the helo. I take a seat in the rear facing forward toward the door. The helo moves a short distance and hovers again. I see the basket being lowered. When it is raised to the door, Lt. Sheffield is helped into the helo and joins me in the rear facing aft. We both still have on our life vests and are congratulating ourselves on our good fortune as the helo moves another short distance and goes into the hover mode again. I see the basket being lowered and in a few seconds the helo starts forward without the basket being raised. (We didn't know at the time that the helo was losing power and the pilot pushed the controls forward to avoid descending on Lt. Korte.) I see water approaching the door and suddenly realize we are descending into the bay. All of a sudden the water is at door level and the CG crewman in the door yells "let's go!!" and jumps out into the water. The helo continues to settle into the water and starts rolling to the right (this is apparently the night for right rolls!). I race to the door and exit as the door is about half submerged with water rushing in. I think, "Oh my God, the helicopter is sinking, my life vest is going to pop me to the surface and the rotor blades are going to cut my head off and kill me." I stay under the body of the helo to prevent being popped to the surface

until I run out of breath. I pop up and the blades have stopped rotating. About this time, Lt. Sheffield surfaces next to the helo without his life vest flailing his arms and screaming, "I can't swim! I can't swim!" (By the time he had gotten to the helo door to exit, it had rolled so much that, every time he attempted to get out, the incoming water would push him back in. In order to exit, he had to take off his life vest and go under water to get out the door opening.) I swam over and grabbed him. The helo remained partially afloat with the helo crewmen sitting on top of the cockpit area. Lt. Korte swam up and he, Lt. Sheffield and I hung on to the body of the helo. I started thinking about sharks again. I had left the safety of my dinghy for the helo to be rescued. Now its dark, I'm back in the water without my dinghy, needing to be rescued again, dangling and waiting to be eaten. It just isn't my night.

Pretty soon we hear an outboard motor and one of the helo crewman fires a flare. We start yelling and the boat reaches us. It's a fifteen foot boat with a father and his teen-age son. The teen-age son had been outside their house (which was near the location that our B-47 and the helo crashed), saw the B-47 and the parachutes, ran in and told his father that there was a plane crashing in the bay. They went outside, hooked the boat and trailer to his father's car, drove to the bay, launched the boat and subsequently found us. We six crewmembers got in the boat with the father and son and headed to shore nearly two miles away. I think, "Safe at Last! Safe at Last! Thank God I'm Safe at Last!" The sharks can't get me and I don't have to worry about this thing falling out of the sky! (It's funny how your mind works in situations such as this. In all my experience in flying over water, the worst fear I had was that I would wind up in the water and be attacked by a school of sharks. There probably was not a shark within ten miles of me in my various locations in the bay that night.) With eight of us in the small boat, it was overloaded and running very deep in the water. We traveled about 30 yards and ran aground. (When the helo crashed, we didn't realize that we were on the Western edge of the ship

channel and the water was only chest deep when you got out of the channel.) We six crewmembers jumped out of the boat, pushed it off the mud flat and walked alongside until we came to an area of the flats that had more depth. We got back in the boat and continued slowly to shore where we were met by a crowd of onlookers. Someone called MacDill, gave them our location, and about 45 minutes later an Air Force ambulance picked us up and transported us to the hospital. The flight surgeon checked us, found no injuries, and kept us overnight for observation. (It was subsequently determined that Lt. Korte had torn some tendons in his shoulder during the ejection sequence and they were surgically repaired.)

Iversen had driven to the bay shore and saw the rescue helo arrive on scene two or three miles offshore. Difficult to see because of the darkness, he could see the rotating anti-collision and running lights on the helo when suddenly the lights disappeared. Fearing the helo had crashed, he rushed back home and called the Base. He asked that a second helo be readied and said that he was on his way in. Meanwhile, back at the AirSta, shortly after Redfield and his crew got airborne, the XO, CDR Reed, and LT Jackson C. Arney, Aviator 791, who also lived near Pinellas Point, arrived at the AirSta and with two crewmen got airborne in HUS-1G 1343 and flew down to the crash scene to see if they could be of assistance. According to Arney, who had been in Sunday's Duty Section with me, Reed saw what appeared to be a helmet floating in the water and entered a hover in the dim light to investigate. The end result was that that helo ended up losing rotor RPM like the first helicopter and ditching in the bay in relatively shallow water. This helo crew was rescued by the crew of the AirSta's 40 foot utility boat.

Iversen contacted Misener Marine Construction Company in Tampa and requested their assistance in salvaging the two helos. Misener dispatched a tug and barge with a fifty ton capacity crane that had been working near the Florida Power Plant by Weeden Island. Iversen and Jim Stanley, the resident Sikorsky Rep, rendezvoused with the tug on the 40 foot Utility Boat with hoisting slings and by early morning (September 27) both helos had been plucked from the

bay and deposited on the wharf at the AirSta. Under instructions from Iversen, both aircraft were washed down with fresh water and all electronic equipment was flushed out with fresh water and then dunked in a barrel of CRC (a chemical agent that displaces water, i.e.: a drying agent) that had been expressed up from Miami. As a result, approximately 85% of the electronic equipment was repaired. Not so with the helos; the magnesium alloy skin looked like French lace from the electrolysis in the sea water. The helos were disassembled to the point where they could be transported by C-130 to the CG Aircraft Repair & Supply Center (AR&SC) in Elizabeth City, NC. There, due to the extent of the corrosion, the decision was made not to repair them.

Arney and I flew commercial to New Orleans and picked up one of AirSta New Orleans' three HUS-1G's, 1332, and ferried it to St. Pete on October 1, 1960. Another of AirSta St. Pete's HUS-1Gs, 1336, crashed in the Gulf during a night medevac from a shrimp boat when the main rotor struck the vessel's mast in November of 1962 with the loss of a crewman, AD1 Thomas O. Chastain. The decision was then made by the Commandant to pull the remaining HUS-1G's from service and replace them with the new HH-52A built by Sikorsky.

No final conclusion was reached as to the cause of the apparent loss of power suffered by the two helos, but the theory, advanced and tested without substantiation, was that ice had formed in the carburetors from the ingestion of sea spray stirred up by the rotor wash.

Col. William W. Simmons, USAF, (ret) lives in St. Augustine FL and was kind enough to give his permission to include substantial excerpts from his article, 'Three Today in Tampa Bay,' and an accompanying photo simulating the ejection, in this writing. The full version of his article is posted on the B-47 Stratocruiser Association Website:

<http://www.b-47.com/Stories/>

[ThreeToday/
three_today_in_tampa_bay.htm](http://www.b-47.com/Stories/three_today_in_tampa_bay.htm)

Thanks to CAPT James Iversen, USCG (ret) who helped me with his recollection of the facts and to his son, Jim, who found Col. Simmons' article on the web. Data on the earlier B-47 crashes was obtained from a St. Petersburg Times article published on September 27, 1960.



AirSta Cape Cod Raises \$\$\$ for Needy Military Families



Local Artist and Auxiliarist Barry O'Neil presents Chaplain Bowden with \$200 in food cards for military families. Mr. O'Neil raised the money by raffling off a print of an HU-16 (CGNR 7250) and an HU-25 (CGNR 2133) during the Centennial of Naval Aviation Flight Suit Formal at AirSta Cape Cod. CAPT David Throop and Master Chief Keith Reese look on while holding the original artwork sketched by Mr. O'Neil which was donated to the AirSta.

On the afternoon of December 1st, US Coast Guard Artist and Auxilarist Barry O'Neil presented LCDR Jen Bowden, the Coast Guard's local Chaplain, \$200 in food cards during lunch in the Coast Guard Wardroom at Air Station Cape Cod. All officers and chiefs were present to witness the generous offering. Mr. O'Neil is a local artist who has graciously donated artwork commemorating the Air Station's past. The original depicts the HU-16 (Number 7250) and the HU-25 (Number 2133) flying in formation with a chart of Cape Cod in the background. Both of these aircraft will be on display in the future in front of Air

Station Cape Cod. The money to purchase the food cards was generated by Mr. O'Neil during the Air Station's recent Centennial of Naval Aviation flight suit formal commemorating 100 years of naval aviation. Mr. O'Neil raffled off a print of the original piece of artwork and used the funds raised for the food cards. Chaplain Bowden will distribute the food cards to local military families in need through the Senior Enlisted network for the commands on the Massachusetts Military Reservation. Mr. O'Neil has done a wide variety of Coast Guard drawings, including small boats, cutters, and numerous CG aircraft.



The SAR Aircrewman Author Unknown

The things that creeds and mottos boast,
are things that men are proud of most.

Strange indeed that song and verse
have neglected the noblest feat on earth.
Oh! Poets, come down to a world that's
human,
and give fair praise to the SAR Aircrew-
man.

He stands guard over the greatest
wealth,
a protector of property, life and health.

He's a warrior true, only a different
breed

who's victories aren't won for lust or
greed.

The greatest prize for which he strives,
is relieving pain and saving lives.

Surely not all men have goals so high,
or the courage to fly in an angry sky.

The reason he does, so will always be,
to return living souls from the raging
sea.



Mail Call!

This issue's mail is brought to you by CG Astronaut Ptero Dan Burbank (R), Aviator 2672, and his fellow Astronauts and Cosmonauts aboard the International Space Station.



Isn't it Time to get the Date Correct?

CG Air Station San Francisco was constructed during 1940 on a 20.5 acre piece of property adjacent to San Francisco Municipal Airport (formerly Mills Field). A seaplane passenger terminal was planned just north of the proposed CG Air Station. "Municipal" would be replaced by "International" in 1955.

While doing research in the National Archives in Washington, D.C. I discovered a USCG Headquarters memorandum to all department heads, dated 16 November 1940, stating that "The CG Air Station at Mills Field, San Francisco, California, was placed in commission at 1045, November 15, 1940." This surprised me because I had always read that this beginning date was 15 February 1941.

Upon further research I confirmed that CG Air Station San Francisco was indeed commissioned on November 15, 1940 with a short military ceremony, and began active operations with one aircraft and two existing buildings, one a hangar and the other planned for offices and barracks.¹ A much larger ceremony was held on February 15, 1941 to dedicate the recently completed facilities. Attending this dedication ceremony was CAPT Stanley V. Parker, the District Commander, and RADM Leon C. Covell, the Asst. Commandant of the

CG.² This sequence of commissioning a unit and then three months later formally dedicating its facilities with a major and larger ceremony, has ever since led to confusion over the date of the Air Station's beginning; some using 1940, others 1941. By the time of the dedication, the Air Station consisted of one Consolidated PBV-5 Catalina and two Douglas RD-4 Dolphin.



William Flynn, in his *Men, Money and Mud: The Story of the San Francisco International Airport*, published in 1954, got the commissioning date correct as November 15, 1940.³ The error in the date appears to have first occurred in Arthur Percy's *A History of U.S. Coast Guard Aviation*, published in 1989, where he states, "The CG Air Station at San Francisco was established at Mills Field, California, close to the airport on 15 February 1941."⁴ However, *U.S. Coast Guard Aviation (1916-1996)*, pub-

lished by Turner Publishing Company in 1997 with the assistance of the CG Aviation Association, indicated the station opened in 1940.⁵

Unfortunately, most currently accept Percy's incorrect commissioning/establishment date of February 15, 1941. That 1941 date is found on the U.S. CG Historian's website, the CG Aviation Association's website and the Air Station's website, although the Air Station's website says "completed" on February 15, 1941. The current Air Station patch also proudly proclaims "Est. 1941" and the Air Station celebrated its 70th anniversary last year, in 2011. Isn't it time to get this date correct?



1. *San Francisco Examiner*, November 15, 1940. p.7
 2. Ibid. February 16, 1941. p. 16
 3. William Flynn. *Men, Money and Mud: The Story of the San Francisco International Airport* (Flynn Publications, 1954). p. 34
 4. Arthur Percy. *A History of U.S. Coast Guard Aviation* (Naval Institute Press, 1979). p. 109
 5. *U. S. Coast Guard Aviation (1916 -1996)* (Turner Publishing Company, 1997). p. 21
- Ptero Doug Kroll, P-3160

CGAA Historian's Reply:

I believe the PBV aircraft Doug is speaking of was the PBV that was used for aerial mapping in Alaska followed by the Gulf of Mexico. The PBV was at San Francisco from October until it left in the spring of 1941 for Alaska. The two RD-4s were there in February when the facilities were completed. The duties of the RD4s was SAR.

So yes – Doug is correct in what he said. I did not use the November date

because I was unaware of the memo. Bowerman was actually assigned to the aircraft.— I do not understand why two ceremonies or why they chose to call the Coast and Geodetic Survey aircraft and Air Station. However, if Doug found a memo stating that it was an Air Station – then it was an Air Station, dedicated on 15 November 1940. I would have imagined that the time between October and 15 November was used to convert the PBY to a photo-plane and accommodate the camera. It might have had something to do with the original authorization for CG Air Stations. We called Guam, Kodiak, Sangley, Naples etc. air detachments -- no one ever said we were allowed more than 10 Air Stations until the nomenclature was changed in the appropriation bill during the late 1960s when all the new helicopter units were authorized as Air Stations and the nomenclature was changed.

History on the San Fran PBY *[From the Chronological History of CG*

Aviation CD C&GS narrative...Ed]

The CG purchased PBY, Bureau Number 2290, from the Navy on 18 October, 1940 and renumbered it V-189. The aircraft was purchased for the specific purpose of aerial mapping in conjunction with the C&GS. It was configured to include a mount to accommodate the nine-lens camera in the “waist gunners” position. The first assigned crew under the command of LCDR George Bowerman included Captain Kay, a C&GS officer. This crew and aircraft conducted the first aerial survey assignment utilizing a Norden Bomb-sight in the aerial mapping process.

The marine and aeronautical charts of Alaska were less than satisfactory; especially along the Alaskan Peninsula and the Aleutian Islands. Upgrading the existing charts became the immediate task in late spring and summer of 1941. PBY V-189 operated from both Kodiak Island and Dutch Harbor, Unalaska Island. Poor weather and inadequate facilities,

especially at Dutch Harbor, effected both operations and results.

In August 1941 V-189 returned to its home base at San Francisco and was immediately given a new assignment. This mission included aerial photo-mapping of the coastal areas of the Gulf of Mexico and the east coast of the US from the southern tip of Florida to Maine. Shortly after V-189 returned to San Francisco the Japanese attacked Pearl Harbor and the United States was at war. On December 15, 1941, PBY-189 and crew were transferred to Navy Patrol Squadron 44 (VP-44) at Naval Air Station, Alameda California. In May 1942, V-189 was transferred back to the CG to carry out vitally needed photo mapping of the Alaska area of operations. The crew and aircraft proceeded to Sitka, Alaska and commenced a mapping of southeast Alaska. From there they proceeded to Kodiak to obtain detailed photos of specific areas and then [See ‘Mail Call’ on P. 14]

2012-2013 College Scholarships Available from Association of Naval Aviation

The Philip H. Jones Family and the Association of Naval Aviation are very pleased to sponsor the *Philip H. Jones Naval Aviation Scholarship*. The scholarship honors the service and sacrifice of LCDR Philip H. Jones, USN (Ret), who started his Naval Aviation career as an Aviation Pilot during WWII.

The *Philip H. Jones Naval Aviation Scholarship* will principally provide scholarship opportunities for the sons and daughters of Naval Aviators and Navy, Marine Corps and Coast Guard Aircrewmembers who died while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard. Naval Aviators are defined as Navy, Marine Corps or Coast Guard aviators who were rated pilots or Naval Flight Officers. Navy and Coast Guard Aircrewmembers and Marine Corps Combat Aircrewmembers are those persons formally designated as such and authorized to wear the respective Aircrew warfare badge. As circumstances may allow, eligibility criteria may be expanded to include other persons, the categories of whom shall fit the general intent of the Philip H. Jones Naval Aviation Scholarship.

The Scholarship program will provide undergraduate students scholarships that cover or defer the cost of only tuition and fees. Scholarship funds cannot be used for any other expenses, such as room and board.

The program intends to award at least one scholarship each year; more may be awarded as funding allows. Scholarships may be renewable annually to a maximum of four years or degree attainment, whichever comes first. Renewal will depend on student academic achievement and the availability of funds. Applications for renewal will normally be considered before initial applications.

The value of the scholarship may change year-to-year; the amount of each annual scholarship and each renewal will be based on availability of funds.

INITIAL APPLICATION REQUIREMENTS

- Applicants must fit the eligibility criteria as described above, by being a son or daughter of a Naval Aviator or Aircrewman in the Navy, Marine Corps or Coast Guard who died while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard.
- Applicants must be a citizen of the United States of America.
- Applicants must:
 - o have graduated from high school (a 3.2 GPA is desired); and,
 - o be accepted by an accredited college/university and enrolled in a course of study of no less than 12 semester-hours
- Additionally, if the applicant is already a college student, that person must:
 - o be maintaining a course load of no less than 12 semester-hours in their college work (a 3.2 cum GPA is desired).
- Other specific application criteria, dates and procedures are included in the scholarship application ‘package’ which is available upon request to the ANA secretary at: Philip H. Jones Scholarship

1446 Waggaman Circle
McLean, VA 22101-4004

or by email to flynavy@cox.net.

- Application submission deadline is 15 April 2012 *[Your CGAA contributes \$1K annually to this very worthy cause...Ed]*



U. S. Coast Guard Aviation Logistics Center

We keep 'em flying...



LEADERSHIP

Commanding Officer:

Captain Werner Winz

Executive Officer:

Commander Tom Boross

Command Master Chief:

...Master Chief Lyn Dupree

PERSONNEL

Active Duty Military: 198

Civilians: 560

Contractors: 750+

Apprentices/Interns: 32

The Aviation Logistics Center (ALC) is the hub for the Coast Guard aviation support, which includes the missions of aviation depot level maintenance, structural engineering, spare parts warehousing, and information service needs.

Depot level maintenance can be described as the total overhaul of an airframe. This overhaul is completed every four years on each of the Coast Guard's 203 airframes. It includes a complete teardown and inspection of all planes or helicopters. During the overhaul process, any required modifications or upgrades are completed by our workforce.

ALC is the central point for all aircraft repairs. All major structural repairs are completed at ALC by the airframe's product line. The operational units use technical publications produced by ALC to complete minor repairs. The publications include technical drawings and maintenance procedure cards that give cookbook type instructions on how to repair the aircraft. ALC also provides a call center staffed by technical experts who assist the operational units with complex repairs.

ALC manages the shipment, component repair, and warehousing of all aviation spare parts. Each day ALC repairs 500 component parts and manufactures 100 piece parts that support PDM and warehouse supported requirements. The Aviation Logistics Center serves as the central warehouse for a \$1.2 billion spare parts inventory.

In an effort to coordinate the maintenance and supply efforts between ALC and at the 26 operational units, ALC created the Asset Logistics Management Information System (ALMIS) an integrated computer-based system. ALMIS provides tracking of maintenance, flight time, training and allows for real time informed data-based decision making.

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SHORT RANGE RECOVERY

102 H-65's at 18 AirSta's & ALC
21 aircraft overhauled annually



MEDIUM RANGE SURVEILLANCE

11 HU-25's at 3 AirSta's & ALC

12 HC-144A's at two AirSta's
2 aircraft overhauled annually



MEDIUM RANGE RECOVERY

41 H-60's at 8 AirSta's
9 aircraft overhauled annually



LONG RANGE SURVEILLANCE

24 C-130H's at 4 AirSta's & ALC
6 aircraft overhauled annually

6 C-130J's at 1 AirSta
1 aircraft overhauled annually



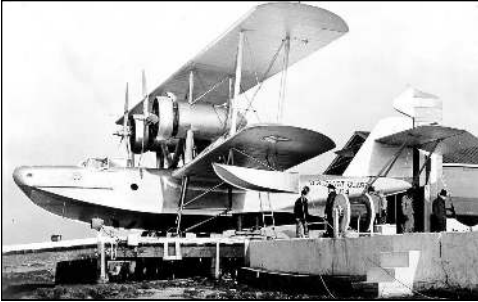
1664 Weeksville Road, Bldg. 63, Elizabeth City, NC 27909-5001 Phone: (252) 335-6191 Fax: (252) 335-6735

Air Station St. Petersburg 'Hall Boat' Seaplane Lost

by William Snyder (from the ST.PETERSBURG TIMES; St. Petersburg, Florida; Sunday, November 13, 1938.)

Contributed by Ptero Marty Kaiser, Aviator 753

[St. Pete AirSta lost a Hall boat on an offshore medevac. The Aircraft Commander was C.F. Edge who was CO of the St. Pete Air Station and Captain of the Port of St. Petersburg during WWII. He was also K.C. Edgecombe's Stepfather. Aviation Pilot Ted McWilliams, mentioned in the article, was a LCDR at St. Pete in the late 1950's.]



Demonstrating the quiet courage expected in a service which teaches its members that they "must go out but don't have to come back," six Coast Guard airmen, led by Lt. C. F. Edge, commander of the St. Petersburg air station, arrived back in St. Petersburg early yesterday morning after a harrowing experience far out on the gulf Friday when they abandoned a huge Hall Flying boat a few seconds before it capsized and later sank in 1,044 Feet of water.

The accident occurred 160 miles west of here after the crew had removed J. E. Flanik, 32-year old radio operator from the Freighter Commercial Bostonian. He had suffered an attack of appendicitis.

"We had hoisted Flanik aboard our flying boat and I was about to start the motors and take off for Tampa when a sudden swell tore off the left wing tip pontoon and damaged a spar," Lt. Edge related.

Second Wave Smashes Wing

"Immediately, the ship started to list and I placed two men out on the end of the right wing in an attempt to hold the ship on even keel. I felt that I could handle the plane and get to Tampa with the patient if I was successful in getting out of the water.

"While I was starting the motors, another big wave tore off the lower left wing and I could see plainly that it was

going to be impossible to hold the plane. I had hoped to hold her steady and await arrival of Coast Guard assistance from St. Petersburg.

"When I realized that I was up against an impossibility, I ordered the crew to inflate a rubber life boat which we carried aboard and placed the patient in it. They put a life preserver on the man and succeeded in getting him moved. Two members of the crew, Leonard Stonerock and chief aviation Machinist's Mate R. T. Cupples, also boarded the rubber craft and paddled a safe distance from the plane.

"Then another big wave struck the plane and I was certain she would capsize," Lt. Edge continued. "I still stuck at the controls and ordered Aviation Pilot Ted MacWilliams, Pharmacist's Mate Louis Lyons and Radioman Avery Brace to jump overboard.

"I could feel the plane slowly turning over — so I was the last man to go. I guess I got fouled with something when I jumped out," Lt. Edge said as he rubbed painful injuries which he suffered on both legs.

"I jumped into the water through the overhead hatch and in a quarter of a minute the big plane turned turtle and rolled over on her back."

Swims to Life Boat

"Then I swam toward a wooden life boat which was approaching from the freighter and we took MacWilliams, Brace and Lyons off their perch on the hull of the overturned plane."

After being taken aboard the freighter, the men arrived at Port Tampa at 4 o'clock yesterday morning. The stricken radioman immediately was taken to Tampa municipal hospital and the flyers returned here in an automobile.

Almost immediately Lt. Edge, piloting a Grumman amphibian, and MacWilliams at the controls of a Douglas amphibian, took off from the air station to assist the Coast Guard cutter *Nemesis* in trying to locate the wrecked plane. The *Nemesis* had planned to tow the ship back to St. Petersburg.

"We combed the territory for a number of hours but failed to sight the

plane," Lt. Edge said. "The water was pretty rough and there were a lot of whitecaps which would make it difficult to sight the plane. However, I thought I saw oil on the water not far from the location where we abandoned ship. I feel confident she sank there."

Planes Resume Search

The planes returned from the search and early yesterday afternoon the hunt was again resumed when planes piloted by MacWilliams and Aviation Machinist's Mate Loren Perry combed the gulf. MacWilliams at 4:15 reported sighting "what appeared to be a wing tip pontoon."

Early last night Flank was reported in "Fair" condition at the Tampa hospital. He had not undergone an operation, it was learned.

The Hall Flying boat, largest plane ever made for the Coast Guard, was one of seven manufactured recently for the government and had been in service here for about six months. It weighed eight tons and had a 2,000-mile cruising range. It was valued at approximately \$100,000.

The Commercial Bostonian of the Moremack line was in charge of Capt. J. C. Bach and was sailing from Houston, Texas to Tampa when Flanik was stricken.

Tribute to Guardsman

At the hospital last night, Flank praised the conduct of Pharmacist's Mate Lyons who sat up with him during the night as the freighter proceeded to Tampa.

"He kept icebags on my abdomen all night and I guess I'd have died if it hadn't been for him," Flanik said.

During the late afternoon an object which MacWilliams sighted on the water was taken aboard the *Nemesis* where it was identified as the left pontoon from the ill-fated plane.

Although Lt. Comdr. T. Y. Awalt expressed belief in a radio message that the plane had sunk, his cutter continued the search and will be joined early today by the cutter *Mojave* from Miami.



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 School is 20-weeks long and a typical class has 20 students. The AET School is 20 weeks long and typically 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 late-2011 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 Kevin D. Peach
AMT3 Paliotti

Assignment

Los Angeles
Atlantic City

Honor Graduate

AET3 Parrinello
AST3 Nestler

Assignment

San Francisco
Clearwater



Newly Designated Aviators

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

CG Aviator Nr.

4381 Andrew G. Jarolimek
4383 Justin M. Lewis
4385 Christopher J. McKay
4387 Jonathan G. Parkhurst
4389 Matthew E. Zackman
4391 James S. Reily
4393 Thomas E. Horess
4395 Robert E. McCabe

Assignment

Clearwater
Clearwater
Miami
Mobile
Miami
Borinquen
Port Angeles
Astoria

CG Aviator Nr.

4382 Erik J. Anderson
4384 John J. Suave
4386 Cory M. Partlin
4388 Aaron M. Cmiel
4390 Timothy M. Mosher
4392 Shawn M. Chauvut
4394 Daniel J. Blaich
4396 Matthew J. Rhodes

Assignment

New Orleans
Borinquen
Miami
Elizabeth City
Los Angeles
Barbers Point
Miami
Savannah



Mail Call FROM 11

on to Unga of the Shumagin Islands. Weather was much more favorable than on the first mission and photo mapping pressed westward until encountering Japanese patrols. Some of the operations required flight altitudes as high as 20,000 feet. In September 1942, V-189 returned to San Francisco. V-189 was then used in the construction of the LORAN chains in Alaska and throughout the Pacific. When V-189 got as far as Guam, it was parked and replaced by a PB5Y-5A and a PB4Y-2. Ptero John "Bear" Moseley, aviator 743

Wanted to comment on the article by Ron Huddleston: As an old (very old) helicopter pilot (in the days of wooden

blades) I found Ron's story to be very interesting. What an ordeal. Can't wait for the next part!

The attached jpeg photo has made the rounds of copter pilots. You have probably seen it. Still, one of the better internet items of 2011. Ptero Tom Garcia, P-2963



LIVING OUT EVERY LITTLE GIRL'S DREAM

...by growing up and marrying a helicopter pilot!

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**The CG Aviation Association
P.O. Box 222905
Chantilly, VA 20153-2905**

Have Hook. Will Travel. Call Us.

Hurricane Irene may have been in the summer of 2011, but the storm's impact continues to affect maritime communities; its winds destroyed more than 500 aids to navigation in the mid-Atlantic region alone. With the aids playing a critical role for boat traffic along mid-Atlantic waterways, CG Aids to Navigation Teams - or ANTs - got to work in the aftermath of the storm.

Aids to navigation play a significant role along waterways, providing boaters with the same type of information drivers get from street signs, stop signs and traffic lights. Each aid has a purpose and helps in determining location, getting from one place to another or staying out of danger.

"Aids to navigation on our waterways play an essential role in the safe navigation for both commercial and recreational mariners," said CPO Aric Deuel, officer in charge of ANT Chincoteague.

As each navigation team got to work placing aids in their rightful position and

repairing damaged ones, there were a few that turned out to be a bit more challenging. One of these was at the tip of the Ocean City, MD Inlet Jetty. The aid, destroyed by Irene, was 20 feet. and weighed 3,500 pounds. This aid brought on a whole new set of challenges and ANT Chincoteague needed help.

It was a perfect mission for AirSta Elizabeth City, N.C. CDR Sean Cross, AirSta XO, knew the 6,000-pound hoisting capability of his aircraft and didn't hesitate to support the mission. Or as he puts it, "Have hook. Will travel. Call us."

CG helos and their crews continually hone their skills in hoisting. Whether it is a family of four lost at sea, or a pump for a boat taking on water, aircrews must learn how to handle different loads at the end of the helo's hoisting hook.

The aircrews call it "external load operations" and it is a skill set pilots and aircrews routinely train for. This time, however, the helicopter would not be required to lift a pump for a search and rescue mission, but instead would need to haul a 3,500-pound tower.

"We practice this mission a couple

times a month and rarely do we get to do an actual mission. We usually use a block or a telephone pole and try to simulate an actual mission," said Lt. Jeremy Denning, a pilot in the operations department at AirSta ECity.

PO1 Adrian Keithly and PO2 Paul Larouche decided to make the very most of this rare mission and turned it into a teaching moment for the junior members at the air station.

"The opportunity for these junior aircrew to brief, rig the load and fly the mission was extremely valuable to our unit readiness as well as their personal professional development," said Keithly. Keithly, alongside other senior aircrew members, prepared AirSta junior members for future missions, but also gained new perspectives himself. "From a personal standpoint, it is always a great pleasure working with the other elements of our service. From the planning stages through mission execution it was very clear how all parties involved take their jobs seriously and strive to bring their best to each and every mission," said Keithly.

The mission was a success.



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THAT'S NOT ALL !!

