



PTEROGRAM

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

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

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Pthirty-seventh Annual Ptero 'Roost' Preparations Afoot



It's official! Our 37th annual gathering will be at the Fairview Park Marriott Hotel in Falls Church, VA (same site as the 2007 roost) from 26-29 September. Thanks very much to former Ancient AI and Vice-Commandant VADM Vivien Crea (Aviator 1820) and former Ptero Prez Mont Smith (Aviator 1520) for stepping up to the plate to co-chair what will be an outstanding event! They will be assisted by Anne Stoppe, spouse of Ptero Ptreasurer Ben (Aviator 1646), Jay Crouthers (Aviator 1360), VP of Annual Gatherings, and several other enthusiastic Washington, D.C.-area Pteros. The committee is toiling night and day developing an agenda packed with highly relevant professional discourse, excursions and other roost events to



make this the best roost ever. We hope that you'll be able to attend and observe the fruits of their labor.

We'll be honoring two unique aviation commands and missions — Ptero CDR Frances M. Messalle (Aviator 3351), CO, and the crew of Air Station Washington who provide long range command and control transportation for the Commandant and Secretary of DHS and Ptero CAPT Nicholas A. Bartolotta (Aviator 3081), CO, and the crew of Air Station Atlantic City who provide the 24/7 National Capital Region Air Defense (NCRAD) aerial umbrella in the Washington, D.C. area.

Please see page three for roost hotel registration details.

This is the first issue of the Pterogram that will be delivered to some of you electronically. Thanks very much to the over 400 of you who opted for electronic instead of paper delivery. That will save the CGAA at least \$1K/issue that can be put to better use. We have also suspended mailing of the Pterogram to over 130 members who haven't paid their dues in a long time (See below)...Ed.

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 2013, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 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):

Greetings, Fellow Pterodactyls: Happy New Year a few months late! So far this year we have already achieved several significant accomplishments and progress on various projects thanks to the combined hard work of our members and the active duty aviators. All of you East-Coasters will be glad to hear that Washington, DC was selected for the 2013 Roost. For you West-Coasters – book your cheap airfares now! Last time we held the roost in DC, we had exceptional participation from our retired and active duty Pteros. VADM Crea (av.

1820), Mont Smith (av. 1520), and Anne Stoppe along with other local Washington, DC Ptero's are setting up a fantastic schedule with plenty of socializing, professional discourse, and Ptero activities. We're expecting a large turnout, so get your tickets early. We also hope to have a large presence from CG senior leadership and this will be a great opportunity to hear first-hand about the future of the CG.

Due to some incredible efforts from Mont Smith, Tom King (av. 1775), Capt Tom Maine (av. 2838), LT Bart Philpot (av. 3672) and the rest of the ATC Mobile Staff, Capt Frank Erickson's (av. 32) academy class ring found the perfect resting place in a custom built, lighted display case in Erickson Hall at ATC Mobile. This is a great example of the accomplishments we can achieve when we work together with the active pilots and a true tribute to one of CG aviation's first heroes.

Of course everyone knows no January in CGHQ would be complete without a celebration of Elmer Stone's Birthday. Thanks to the efforts of CG-711 and CG-41, this year's event was one of the largest ever. Aviators and non-aviators alike enjoyed pizza, cake, camaraderie, remote control helo contests, a raffle, and remarks from the ancient albatross.

These are just a few examples of the great work CGAA members are accomplishing across the CG. Hopefully this got some of you motivated to volunteer to fill some of the vacant executive VP positions. If you have a desire to help move the organization forward, please consider volunteering. There are also several other large projects looming on the horizon for the Pteros – moving the CG aviation exhibit from the Museum of the [See 'Prez Message' on P.19]

Taps

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

Maureen Vogelsberg, (wife of Ptero Cliff Vogelsberg, 1510) September 2012

RADM Chester A. Richmond, 146 (Ancient Albatross #5) 12/8/12

Jack D. Lyon, 537 12/20/12

Michael Barnes, USPHS 1/8/13

Barry A. "Boo" Harner, 1887 2/27/13



Final Log Entry for RADM Chester A. Richmond

By Ptero Ray Copin, Aviator 744

Ptero Rear Admiral Chester A. Richmond, USCG (Ret), Aviator 146, was laid to rest at Ta-homa National Cemetery, Kent, Washington, with full military honors on December 13, 2012 with Ptero Rear Admiral Keith Taylor, USCG, Commander, Thirteenth CG District, Aviator 2420, as senior officer. A flyover of the interment ceremony was performed by a CGAS Port Angeles H-65 crewed by Ptero CDR Craig O'Brien, Aviator 3434, LCDR Joseph Matthews, Aviator 3714 and Precision-Marksman, Aviation AMT3 Bryan Smith.

Ptero Chet was graduated from the CG Academy in 1941 and served aboard ship performing World War II convoy escort duties in the North Atlantic before attending flight training. Receiving his Wings of Gold in 1943, he went on to a distinguished aviation career, qualifying in both fixed and rotary wing aircraft, graduating from test pilot school, commanding air stations at Kodiak and St. Petersburg, FL, heading the then CG Aviation Division at CG Headquarters and serving as Ancient Albatross #5. His many military decorations included the Distinguished Flying Cross for a daring rescue while assigned at Kodiak. He retired from his final active duty assignment as Commander, Thirteenth CG District. He is survived by his wife Barbara, their seven children and several grandchildren and great-children. One grandson is a U.S. Navy H-60 pilot.

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2013 Roost Op Plan, 26-30 September



National Capital Region Air
Defense (NCRAD) logo.

fairview-park-marriott/, the Group Code to type in the "Group Code" box is AOPAOPA. The website has all you care to know about the hotel and its amenities.

There will be a 'no host' golf event at a local venue on Thursday afternoon for anyone interested. The evening will commence with a lecture and autograph session by Ptero Bob Workman, aviator 914, about his critically acclaimed new book, 'Float Planes and Flying Boats.' That will be followed by a bus tour of the spectacular Washington monuments and other historical buildings.

This year's Business Meeting will be on Friday morning followed by a full day of compelling Professional Discourse discussion presentations and panels on risk management, the Arctic, an update on current CG Ops and assets, and preserving our history. There will also be concurrent tours of some of the spectacular and unique attractions in the local area. The 'Stand-up Dinner Reception' will be Friday night.

Saturday's fare includes several more Professional Discourse events and concurrent local excursions followed by the Cocktail Reception and Awards Banquet at which the Commandant will be the Keynote Speaker.

On Sunday morning, a very special ceremony is planned followed by a departure Brunch at the hotel. The full schedule of events and registration details will be in Pterogram 2-13 in July. This will be a great opportunity to come up to speed on CG aviation issues and challenges, and to mix and mingle with your current and former shipmates and current senior Coast Guard leadership.

Ahoy, mates! The 37th CGAA Roost of Pteros and Pfriends is just over the horizon! Don't miss it!

The beautiful Fairview Park Marriott is located at 3111 Fairview Park Drive (just off I-495 and US 50 east) in Falls Church, Virginia 22042. The Hospitality Suite, just off the lobby, will be up and running for you Early Birds at 1300 on Thursday.

Our group is booked under "Pterodactyl Roost" for \$99/night plus tax. That rate is available from 24 thru 30 September. Parking is free.

Reservations can be made by calling the hotel at **1-800-228-9290** or on line at <http://www.marriott.com/hotels/travel/wasfp->

www.marriott.com/hotels/travel/wasfp-

by only a few survivors of time but goes unknown by most. The episode starts with the station's CO at the time, LT Donald B. MacDiarmid, USCG.

MacDiarmid, fresh from flight training in 1938, arrived at the CG Air Station, Port Angeles he once described as "the 8-ball station." He served his first year of nearly five there as aircraft engineering officer. However, not one with a career for starting at the bottom, he filled out the remaining tour as commanding officer. At one time as the war manpower level bloomed, he had a command with thirty officers and 600 enlisted men.



MacDiarmid, a real life character to rival screen portrayals of John Wayne, often expressed frustration over the lack of aggression by his officers. One comment he frequently wrote was, "The pilot assigned, if he prove inadequate, will either (a) fumble the mission through over-timidity and caution or (b) lose his ship and crew through a lack of ability or lack of horse sense."

Even with the opportunities MacDiarmid enjoyed, he had greater ambitions. Immediately after the Japanese attack on Pearl Harbor he initiated a glut of letters, official and unofficial, requesting "combat duty of any kind" as the war waged and he watched men assigned to him sent off to fight. MacDiarmid's existence became a real life parallel to the fictional Mister Roberts fighting fruitless battles openly with equally irascible superiors. His personal skirmish was fought on the home front trying to feed, quarter, and train his men, acquire obsolete airplanes, supplies, and a few trained officers in the frantic scrambling to gear up for the big war. In his unceasing effort, "Captain Mac" was devoted to the chance that he might receive a

[See 'WWII Attack' on P 16]

World War II Attack on Port Angeles

By Ptero Tom Beard, Aviator 1104

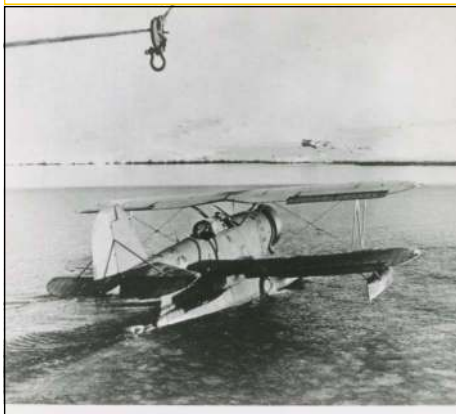
[Re-printed with author's permission...Ed]



The account of the bombing of the CG Air Station in Port Angeles in June

1942, six months following the attack on Pearl Harbor, is still remembered vividly

Coast Guard announces WWII Coast Guard Grumman Duck crash site located after 70 years by PA2 Jetta Disco CCGD1



The Defense Department's [Joint POW/MIA Personnel Accounting Command](#) said an exhaustive search by an expedition team of [U.S.C.G](#) service members and [North South Polar, Inc.](#) Scientists and explorers has produced sufficient evidence that the crash site of a WWII C G Grumman Duck rescue aircraft missing for 70 years with three men aboard, beneath the ice near Koge Bay, Greenland, has been found, CG officials announced on 14 January.

By using historical information, ground penetrating radar, a magnetometer and metal detection equipment, the expedition team isolated the location where the aircrew crashed on Nov. 29, 1942. The team then melted five six-inch-wide holes deep into the ice and lowered a specially designed camera scope. At approximately 38 feet below the ice surface in the second hole, the team observed black cables consistent with wiring used in WWII-era J2F-4 amphibious Grumman aircraft.

Further analysis of video from the camera scope and photographs captured by a member of the expedition team revealed additional aircraft components similar to those found in the engine area of the J2F-4 Grumman Duck. "Locating the J2F-4 Grumman Duck was a monumental success," said Cmdr. Jim Blow, from the [U.S.C.G Office of Aviation Forces](#). "Collectively, the Coast Guard and NSP accomplished what the Coast Guard set out to achieve in 2008 when efforts began to locate the Duck."

For nearly three years, CG and NSP have been working together on this project researching historical documenta-

tion about the last flight of CG [Lt. John Pritchard](#), [Petty Officer 1st Class Benjamin Bottoms](#) and U.S. Army Air Force Cpl. Loren Howarth aboard the Duck.

"The three men aboard this aircraft were heroes who made the ultimate sacrifice for their country," Blow added. "The story of the Grumman Duck reflects the history and the mission of the CG, and by finding the aircraft we have begun to repay our country's debt to them."

Information was obtained, analyzed and cross-referenced to formulate the primary points of interest to search during the course of the CG-sponsored expedition. Once at the remote location on Greenland's southeast coast, the joint 17-member CG/NSP teams, consisting of safety personnel and scientific analysts, searched 10 POIs, nine with negative results.

It wasn't until the end of the seven-day expedition that the team, utilizing the ground penetrating radar, swept an additional historical position and made the strongest radar contact. This ultimately led to the location of the Duck.

"It was an incredible experience to hear the team announce over the hand-held radio that they located aircraft components within the second bore-hole," said Lou Sapienza, CEO of North South Polar, Inc. "We've spent nearly three years of research planning for this moment. There is nothing more meaningful than to have the family members of the lost aircrew know we've located the site of the Duck."

[The Duck's last flight](#), with Pritchard at the controls and Bottoms serving as radioman, was an attempt to rescue seven members of a U.S. Army Air Force B-17 Air Transport Command crew that had crashed during a search mission on Nov. 9, 1942. On Nov. 28, 1942, Pritchard and Bottoms had successfully flown the Duck to rescue two members of the B-17 crew during an unprecedented landing on the Greenland Ice Cap. When the two Coast Guardsmen returned the following day, they picked up Howarth, the B-17's radioman. They were attempting to reach the

CGC Northland when they encountered whiteout conditions and crashed. The wrecked Duck was first spotted a week later by a U.S. Army aircrew, which reported no signs of life. The remaining B-17 crewmen were sustained with air drops until they were rescued approximately six months later.

The CG is coordinating efforts with the Joint POW/MIA Personnel Accounting Command on future actions for this site.



Possible wreckage of the WWII CG J2F-4 Grumman Duck rescue aircraft missing for 70 years with three men aboard, beneath the ice near Koge Bay, Greenland, Aug. 29, 2012. U.S.C.G. photo by Mitchell Zuckoff.

Aviator Memories Contributed by Ptero Marty Kaiser, Aviator 753

You see them at air base terminals around the world. You see them in the morning early, often at night.

They come in Nomex flight suits and hatted, wings over their left pocket; they show up looking ready to fly.

There's a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying hang-up bags, battered book bags; bulging with a wealth of technical information, data, and manuals filled with regulations and rules.

They know the new, harsh sheen of Charleston's runway. They know the cluttered approaches to McGuire; they know the tricky shuttle that is Travis; they know but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes near Sigonella.

[See 'Memories' on P 6]

126th Birthday of CDR Elmer Stone, Aviator 1, Celebrated at CG Headquarters

By Ptero Steve Goldhammer, Aviator 1207



There was a fabulous turnout of at least 75 active and retired aviators, attired in a rainbow of flight suit colors, at the CG Headquarters cafeteria on 22 January to celebrate the 126th birthday of CDR Elmer 'Archie' Stone, the first CG aviator. Attendees included our current Ancient Albatross & Vice-Commandant VADM John Currier, Aviator 1877, former Ancient Al & Vice-Commandant VADM Vivien Crea, Aviator 1820, former Ptero Prez Mont Smith, Aviator 1520, Ptero RADM Bob Johanson, Aviator 869, VADM Manson Brown, Ptero RADM Jake Korn, Aviator 2209, Ptero Prez Steve Reynolds, Aviator 2863, Ptero RADM Jim Van Sice, Aviator 1777, Ptero Dennis Freezer, Aviator 1362, Ptero Mel Bouboulos, Aviator 2915, Ptero Ray Miller, Aviator 2141, Ptero Ptreasurer Ben Stoppe, Aviator 1646, and your Ancient Scribe and his spouse and grandson. There were lots of raffle prizes and lots of pizza, wings (how appropriate!) and sodas, and a big birthday cake, all funded by the Ancient Order. There was also a great slide show of vintage CG aviation photos.



Photos by
PA2 Kelly Parker, USCg

Ancient Al Currier welcomed us to the party. He said he should have retired ten years ago, but he figured if he stayed around long enough there would be a 'red ragger' as the Vice-Commandant.

He reminded us to be respectful of our elders, and 'Archie' Stone was certainly one of them. He said the Pterodactyls are the stewards of our past and this is the best organization to do that. He touted CG aviation as the finest in the world.

He encouraged participation at the 2013 Ptero Roost that will be in D.C. It will include conversations about responsibility and accountability. He also encouraged everyone to buy and read Ptero Bob Workman's, Aviator 914, book 'Float Planes & Flying Boats.' He said that he's been flying for over 30% of the history of CG aviation.

He noted that, contrary to what Archie's monument at Arlington Cemetery says, he was the 'pilot' of the 1919 NC-4 flight. He mentioned that, unlike Archie, he wasn't a graduate of the CG Academy and that VADM Jim Hull used to tell him, 'It shows!' He said Archie got a 50% pay raise when he got his wings. Archie was 'a pioneer of CG amphibious aircraft, was the CO at Air Station Cape May in 1932, and died of a heart attack at his desk in 1936. He was known for his wit and for being a non-conformist.'

VADM Currier said we're here to honor Archie and all CG aviators, the 'best of the best!' He said to enjoy what you do (while you can) because it goes by 'just like that!'

The birthday cake was cut by the symbolic oldest (Ptero Bob Johanson) and youngest (Ptero Brad Klimek, Aviator 3485) aviators in attendance.



Ptero Prez Reynolds presented VADM Currier a plaque commemorating the 100th Anniversary of Naval (Navy, Marines, and CG) Aviation. He said he'd hang it on the Commandant's door. The gathering was topped off by a formation fly-by of two AirSta Atlantic City MH-65s from the Presidential Security Detail.

Hello Pilot!! Hello Tower!!

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

"TWA 2341, for noise abatement turn right 45 Degrees."

"Centre, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

The pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

A quick-witted comedian in the DC-8 crew said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a Real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."



Air Station Los Angeles Celebrates Its 50th Anniversary

By PA1 Adam Eggers



U.S.C.G. Air Station Los Angeles is located at Los Angeles International Airport (LAX). The unit started as an aviation detachment in 1962 with two HO-4s helicopters and has since grown to a station supporting four MH-65C "Dolphin" Helicopters. Air Station Los Angeles is responsible for protecting the coastal area of Southern California from Dana Point to Morro Bay.

The history of a military unit helps mold and shape its identity, sometimes just as much as the crews who carry out its missions. When a unit reaches 50 years in operation it usually serves as a proud marking point and an excellent time to look back on what events shaped that identity. For AirSta Los Angeles, that day came on Nov. 16, 2012, during a ceremony attended by current and past aircrews.

The evolution of the air station that serves one of the largest cities in the U.S. is an interesting one and has helped mold the air station into a true multi-mission unit. While air stations are known for rescuing mariners at sea, AirSta Los Angeles also has a long history of providing security from the air dating back to the 1984 Summer Olympics.

Today, Los Angeles aircrews provide the CG with its only rotary air wing intercept capability on the west coast and have been heavily involved in interdicting drug smuggling operations off the coast of California.

Located at the Los Angeles International Airport, one of the busiest airports in the country, the air station was almost shut down in 1982 due to budget cuts but narrowly survived to continue its missions to today.

The ceremony consisted of remarks from the current CO, CDR Timothy Schang, Aviator 3241, and District Commander, Rear Admiral Karl Shultz; a video of the History of Air Station Los

Angeles; and the Aviation Survival Shop Dedication to ASTC Fernando Jorge who passed away during a training mishap in Mobile, AL.

There were two prior Commanding Officers in attendance: Ptero CAPT (ret) Frank Chilszcyk, Aviator 1147, 1983-1985 & Ptero CAPT (ret) Sutter Fox, Aviator 1613, 1991-1993.



AirSta Los Angeles officers and crew, including Ms. Colleen Kruger (R) Aviation Material Officer.
CG Photo by PA1 Adam Eggers



Air Station Sitka Dedicates Memorial to HH-60 6017 Loss

By LT James A. Jenks, Aviator 3825



AirSta Sitka CO Ptero CDR William D. Cameron, Jr., aviator 2988, addresses the attendees while CCGD17, RADM Thomas P. Ostebo, aviator 2342, looks on.

An emotional dedication of the memorial to the victims of the crash of H-60 CGNR 6017 on 7 July 2010 was recently held at CG Air Station Sitka.

The memorial was built thru the combined efforts of the crews of Airsta Sitka, the people and businesses within the City of Sitka, and the CG Foundation. The dedication included family members of all four crewmembers involved in the crash. The D17 Admiral (Admiral Ostebo) and our CO (CDR Cameron) shared a few words prior to an H-60 Flyover. The Air Station was very diligent about raising funds for the project. Between their brick selling initiative and our appeals, there was about \$15k raised.



'Memories' FROM 4

They respect foggy Travis. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the very narrow Berlin Corridor, New Orleans' sparkling terminal, the milling crowds at DCA. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather; they recognize the danger of an ice-slick runway at JFK.

They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency. They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam.

They discuss the cramped beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clearway takeoff from Haneda, and a Convair. The remoteness of the 747 cockpit. The roominess of the DC-10 [See 'Memories' on P 13]

When Casey Went to War

By Ptero Tom Beard, Av. 1104

[Re-printed with author's permission...Ed]

The downing of an enemy aircraft by another airplane is usually a good start for any air story. Casey's tale, for those that know Casey—understandably—is different. He was flying an HC-130P nibbling at the edge of a stall at the time his story begins, refueling "Jolly Greens." The helicopters were heading into North Vietnam for a rescue. Later that day Casey got home; a North Vietnamese MIG-21 pilot did not. They both had their moment of infamy flying together in the Laotian mountains.

Some might accuse Casey of excesses in story telling. These allegations could fit the stereotypical image of his Irish heritage. Even Casey confesses to *slight* exaggerations at times. "Casey," His wife, Pat once rebuked, "*you could leave some blarney!*" when he leaned back to kiss the Blarney Stone.

Naval aviators and flight students passing through NAAS Whiting Field, Florida, in the early 1960's might still recall Casey as the bass player in the Pensacola area's near-famous Dixieland jazz band, "Slow Roll Seven," marshaled from volunteer flight instructors. Casey's instrument (though he admits to not being a musician), called a "gut bucket," was somewhat unconventional. It consisted of a galvanized washtub strung with a single wire-clothesline stretched on a shovel-handle neck. Casey's strumming was more entertaining to watch than what the almost single-octave instrument likely added to the ensemble—a charge that might equally apply to his story telling.

Casey has a compelling smile—all over his face—like that of an infant. He meets everyone with this assuring radiance in a disarming way but can quickly change his demeanor to a menacing scowl, switching back and forth instantly as he senses the circumstances. There is only a narrow gap of expressions between. In either case, the grip he locks on his listeners with dark eyes holds that audience with an unbreakable bond. It is impossible to avoid Casey, especially when he launches into a story.

Recently we were recounting episodes reflecting perceived images of our heroic pasts. These events were as we

remembered, not necessarily as they happened. Our stories come with perhaps a little embellishment of which older men are often accused. The unstated understanding is, the oft-told anecdotes (at our age) are now only for entertainment. Truth can be a victim in these circumstances yet honor retained.

However, the following tale from Casey is a story even harder to forget. If I said it was another "Casey yarn," those who know him would nod and smile in complete understanding perhaps tossing a little eye-roll for emphasis. But later, I met others who added pieces to Casey's saga—things he did not say or even know about. A larger chronicle developed. I learned finally the account of when Casey went to war.

But to back up a moment: Casey spent his days after getting his Navy Wings flying Navy ASW missions in S2Fs (S-2's) and rounded out a Navy flying career after ten years flying about 4,000 hours in eight different prop driven aircraft. Then an unexpected end came to his apparently successful Navy career. He, like hundreds of others, was passed over for promotion to LCDR. This was just before the beginning of the Vietnam War. A lack of a college degree was the one universal anecdotal justification offered around at the time for the services' purging experienced aviators, many with excellent records.

Casey, wanting to continue flying, found jobs scarce. So with six kids to feed, he sought a billet in other services. The Air Force said, "No," no college degree. The Army would not take him as a Warrant with his background. However, the CG offered a direct commission as a LTJG. However, acceptance came with a heavy loss of nearly nine years from his former Navy rank. He would start over once more in the "right seat" as a junior pilot. Casey agreed. He went to Miami to fly the CG Albatross (HU-16E) for three years. His next assignment—he volunteered for—was to join the war in Vietnam as a CG aviator flying with the Air Force.

Now for Casey's story: On 28 January 1970, Casey, as aircraft/mission commander of an Air Force HC130P, "King 3," from 39th AARS operating from Udorn, Thailand, was standing ground alert. To the east over central North Vietnam, "Seabird 2," an F-105G, "stretch-limo" Wild Weasel, was "on fire" following a run on a SAM (Surface

to Air Missile) site. Wingman, "Seabird 1," observed "two good chutes" then watched one crewmember moving on the ground near an enemy concentration. The other crewmember appeared to have landed "on road 101" in the midst of the enemy.

Two Air Force A-1J's, were overhead quickly. "Sandy 1" saw the electronics warfare officer captured by a "lot of people and activity around the person." The "Sandies" continued circling the area searching for the missing pilot for over an hour before finally "Sandy 1" was struck by ground fire, damaging the aircraft. He left leaving "Sandy 2" to continue the coverage. "Seabird 1," still orbiting, detected then spotted a SAM heading for "Sandy 2." He called a "break" for "Sandy," "no doubt saving "Sandy 2" from being shot down." Other aircraft joined the search of the area. None received personal radio signals from the down crew. "Sandy 2" observed, "bad guys definitely have one survivor...[he] saw them take him in the grass."

A major helicopter rescue effort started immediately. But rescue resources muddled around for an hour waiting without confirmation by the survivors "coming up on voice." A general corroboration by voice contact with downed aircrews through their personal survival-radios was a usual requirement before bringing in "Jollies." It was the practice of the Search And Rescue (SAR) forces if no voice contact was made with aircraft crewmen on the ground, it was likely they were "either dead, unconscious, or a prisoner, all of which precluded a SAR. Without the survivor's active participation, a SAR was almost impossible, especially if there was any opposition..."and according to Sandy pilot, Jim George, "there was normally plenty!!"

Casey launched for the "Seabird" rescue to assist "King 2." He was to rendezvous with two flights of "Jolly Green Giants" rescue helos. Two were HH-3E's, call signs "Jolly 09" and "19." Four were the larger HH53B & C's in two sections: "Jolly 70," "77" and "Jolly 71," "72." Accompanying the helicopters were four A-1J's, call signs, "Sandy 3," "4," "5" and "6."

Casey soon was enveloped in the "fog of war" caused by quick decisions by others before he came on scene. This time, rapid changes to where his flight

should rendezvous added in six more deaths to the “Seabird” rescue and nearly the loss of others including Casey and his crew.

It started when “King 2” advised a recommended holding position for the incoming “King 3” SAR flight and their protective air-cover “fast movers” (fighters) 18 miles west-south-west of the downed “Seabird.” This spot was five miles west, over the boarder, in Laos. However, the Joint Rescue Coordination Center [JRCC] did not concur with this choice and directed the “slow movers” (C-130, A-1’s and helos) 16 miles further to the south-east to a position 19 miles directly south of the downed aircraft astride the border between North Vietnam and Laos. Missing in this order is the critical note for the fighter cover to follow Casey’s flight to the new location.

One minute after this new position was passed “Wolf 101,” an aircraft over the downed “Seabird,” reported two SAM’s launched and “very heavy groundfire (sic) in [the] area.” “King 2” radioed JRCC advising, the Sandies and Jollies “do not want to go” to the new assigned position. Instead “King 2” introduced a new holding point 38 miles north-west of the last position or about 27 miles west-north-west of “Seabird.” This placed the arriving “King 3” SAR flight about eight miles west of the Vietnam boarder over Laos clear of threatening SAM’s and anti-aircraft fire. Fatefully, this also puts Casey meeting his fledglings nearly 20 miles north-west of the last position given the fighters to cover and closer to the enemy fighter threat from North Vietnam. To further increase the vulnerability to Casey’s flight, his protective fighter defense was on the side opposite any MIG threat.

All aircraft joined “King 3” in a loose formation on the 055° radial, 60 miles from the Nakhom Phnom TACAN. “King 3” was positioned to coordinate the rescue and provide in-flight refueling for the helos. All could hear intermittent “MIG calls” but most pilots in the flight concluded the enemy fighter threat was farther north. Jack Cody, pilot of “Jolly 70,” noted, “...the whole time, we were getting ‘bandit calls.’ The radios were a constant clatter of chatter, trying to monitor transmissions on UHF, VHF, FM, and HF, all at the same time...It was a lot to deal with...all the other confusion and pandemonium going

on...while we had information on MIG activity, it did not fit into any cogent pattern nor did we have a plan to deal with it *other than to rely on our MIG Cap.* (author’s emphasis)”

Helo in-flight refueling began with all aircraft reaching rendezvous two hours and forty minutes after “Seabird” going down. This was also 35 minutes after a positive confirmation that both “Seabird” crews were observed captured with no affirmation from them of any kind through their individual survival radios. The rescue attempt, not meeting criteria, might have been scrubbed at this point. The helos were still relatively heavy on fuel, but because of further delays confirming the possibility of the extractability of the downed airmen, despite all the evidence to the contrary, mission controllers decided to refuel and extend the waiting period.

Refueling began on a westerly heading over Laos flying away from North Vietnam. The two HH-3’s, “Nitnoys” were first for a top-off. Four HH-53’s “Buffs” were to follow. Four A-1J’s “Spads” flying wing positions on the flight rounded out the aircraft under “King 3” or Casey’s control in the single large formation. Somewhere high overhead, but not under Casey’s control, they *expected* the fighter cover.

The mountain peaks beneath the flight reached to 7,500 feet with the ridgeline running generally north and south following the boarder between the two countries. “King 3’s” flight was over the western slopes with steep ridges and valleys below. The first refueling hookup with “Jolly 09” began about 8,000 feet, the highest the H-3 could fly, keep up with the C-130 and avoid a stall. The C-130, too, was struggling at stall speeds as Casey remarked, “We had to fly at one knot above stall speed with 70% flaps, which was just over 100 knots, to prevent flying too fast for the helo.” Casey once, “...did actually stall-out...however, ‘Jolly’ was able to stay with me.” “Jolly 19,” the next in line, had difficulty rendezvousing. The weather was clear but hazy. Casey noted, “...the visibility was in the neighborhood of about five–six miles or so.” “One-nine” plugged in after Casey did a 360 turn to aid in the join-up. At the same time “Jolly 70” moved into position outboard the left wing of “King 3” for the next turn at the drogue. “Jolly 77” was nearby to follow. Casey was

using only the left wing refueling station but the right-hand drogue was extended. The starboard drogue was not preferred by the helo pilots except in an emergency due to the extreme turbulence from the C-130’s prop-wash on that side. “Jollies 71” and “72” were at a loose trail position behind the formation and above at about 9,500 feet with a “Sandy” sitting outboard and trailing each slightly in loose wing positions.

Casey said that is when “the MIG-21 hit us.” John Dyer flying “Sandy 5,” trailing in “Jolly 72’s” seven o’clock position at the extreme left of the formation, saw a flash and explosion in the karst below and to his left. It was the first ATOL rockets fired by a MIG-21—that missed. Dyer looked back quickly to his right at the formation in time to see the second rocket hit “Jolly 71.”

“Sandy 6,” on the opposite side of the formation, flying on “Jolly 71’s” right wing started screaming “MIGS—MIGS, TAKE IT DOWN!” “Sandy 5” saw the MIG-21 pulling away to the right. The two trailing “Sandies” started a futile turn toward it.

Jim Bender in “Sandy 4” was up front flying wing on “King 3” ahead of the pack, “when someone started shouting ‘MIG’s on Guard.’ He looked back and “saw the smoke trail of ‘Jolly 71’ into the ground.” Next, Bender added, “When I looked back to the west, the refueling ‘Jolly’ had broken the connection and was headed downhill into the weeds. ‘King 3’ dropped the external tanks and also headed downhill to the southwest.” Bender continued, “Since I was the only one with any forward firing ordnance, I armed up everything I had and turned to the east. I saw a silver flash off to the northeast headed off to the north. By now everyone else was headed downhill and off to the west.”

“Jolly 72’s” aircraft commander, Cliff Shipman and his crew watched the rocket that struck “Jolly 71” streak past their starboard side and fly into the open ramp under the HH-53’s tail. “Sandy 5” also saw the missile disappear up the open rear of the Buff where the rear gunner kneeled. The explosion was so complete the largest pieces of wreckage seen were the flitting rotor blades emerging from a fireball, descending to the mountain ridge below.

About two minutes after the first strike, a second MIG flew in from the formation’s six o’clock position. The

deadly fighter charged at the now scattered and diving gaggle with the only obvious target likely, the fat-lumbering C-130. “Jolly 72’s” crew saw it coming first. The HH-53C at the time, like all the others, was diving for the jungle. “Jolly 72’s” rear and starboard side gunners got shots off at the MIG as it passed, heading toward the C-130.

Going back a moment: As soon as Casey heard the initial “MIG” call, when “Jolly 71” was hit, he “immediately ordered all aircraft down to the treetops and to egress on a heading approximately 210 [degrees]” As he explained, “This should keep us pretty well clear of any known yahoos in the area...All of us got down to the ground and egressed...I did not know if that darn MIG got anymore ‘Jollies’ or not, or any of the ‘Sandies.’ I could hear some of the conversations. Part of it came in extremely garbled because...I was also getting down and trying to pull in my hoses.” Casey felt a shudder when the port refueling hose and drogue tore from the aircraft due to excessive speed. The hoses with their drogues are what “Sandy 4” saw when he thought the C-130 was dropping tanks.

For a few moments, with an unknown attacker force, it was an individual effort at survival. Helos dumped collective and dove in different directions for the jungle treetops like a covey of quails chased by a fox. Casey, evoking open nervousness undiminished by the decades since, exclaimed, “I just started really pushing the airplane. In fact, I was already low and started jinking down over the treetops and getting the hell out of there myself.” It was at this time, he “called for all the aircraft to check in,” so he, “could determine where they were— if there were anymore were hit.” Now low in the mountains, Casey was not able to receive radio transmissions from everyone, so he “started to pull up,” concentrating on accounting for all the aircraft when “Jolly 72” called out the MIG passing along his starboard side heading for “King.”

In the next instant, the scanner aft at the open ramp beneath the tail of the C-130 reported a “fast-mover” at the “Herk’s” five o’clock position closing fast! This is that moment when all those hundreds of hours teaching acrobatics in T-28’s at NAAS Whiting Field ten years before yielded success. As Casey re-

ports, “*this is when I really commenced my jinking.* I didn’t request anymore check-ins at that moment. I was rather busy.” He picked a canyon running downhill and bounced the Hercules in unpredictable, erratic turns between the walls. At one time he saw bursts in the karst ahead and below his aircraft’s nose he suspects was cannon fire from the MIG. But he was too busy to dwell on this, hustling that lumbering transport out of harm’s way. Moments later the C-130 emerged from the canyon—alone.

The crisis was not quite over for Casey. He flew about twenty-five miles from the area and started a climb to muster the aircraft with him. It was at this instant, as he was pulling up above the forest crown, looking to his left he saw a “fast mover!” The fighter was aiming directly at the now totally vulnerable C-130—with a broadside shot! Casey’s comment, after just making a successful escape, was: “It was smoking in on me and I thought, ‘oh my lord, I have about a minute’s left—maybe less—to be alive.’ When [the fighter] turned a little bit, I caught the profile of the F-4 (U.S. Air Force Phantom II) and it seemed like the whole world just came off my shoulders at that time.” The truant MIG Cap had arrived.

It is possible that the bullets fired from Shipman’s “Jolly 72,” struck the MIG or that the skillful dodging by Casey drove the attacker into the mountain-side. Or it was a combination of both acts that brought the MIG down. “Pham Dinh Tuan crashed into a mountain side and lost his life.” His flight team member in the other MIG-21, Vu Ngoc Dinh arrived home alive to claim credit for shooting down one “CH-53 helicopter.”

Epilogue

Casey was recommended for the DFC but the only medals handed out for that day’s missions were eight Purple Hearts, posthumously, to the crews of “Seabird 2” and “Jolly 71.”

After his Vietnam tour, 247 combat missions, eight Air Medals, and a DFC, Casey returned to the CG and an air station operating C-130’s. This was a time that returning Vietnam veterans had little to say about their wartime exploits, often denying a role there through silence. It was an era of imposed shame for the returning warrior. Casey, as well, was atypically quiet. But he, like others with similar backgrounds—junior in rank and high in experience with nearly

9,000 hours now—met with some unusual attitudes among the middle ranking CG C-130 pilots with one to two thousand hours total time.

Direct commission aviators in the CG, as Casey was, at all the C-130 stations then were subject to hazing by the regular CG lieutenant commanders that had far less flying experience. The typical attitude into the 1970’s of many was, “Fly the airplane like I do, or else!” Furthermore, these officers generally controlled the flight schedule and held onto the “left seat” in the C-130, blocking it to juniors in rank. Casey was not allowed to qualify as a SAR aircraft commander in the C-130 at this station although he had performed this role for the previous five years—with the most recent two in the C-130 *in combat*. He “wasn’t qualified in the CG model C-130,” or so he was told as a reason. (This problem all but dissolved later when the CG finally adopted a service-wide pilot standardization program for fixed-winged aircraft. A CG helo standardization program begun in the late 1960’s was highly successful.) Meanwhile, after 16 years of fixed wing flying, Casey volunteered for helo transition as a way around the problem.

Casey’s last job was flying the single engine helo, HH-52A Seaguard. He finished his military career amassing a total of nearly 10,000 accident-free flight hours in three U.S. military services.

If you happen to be in a crowd—a party for example—and Casey is there, you will not miss him. He is the guy with the innocent child-like smile, surrounded by others and is the one talking, with a well-used voice, high-pitched and gravelly, just a little louder than the rest. He is the one telling tales.

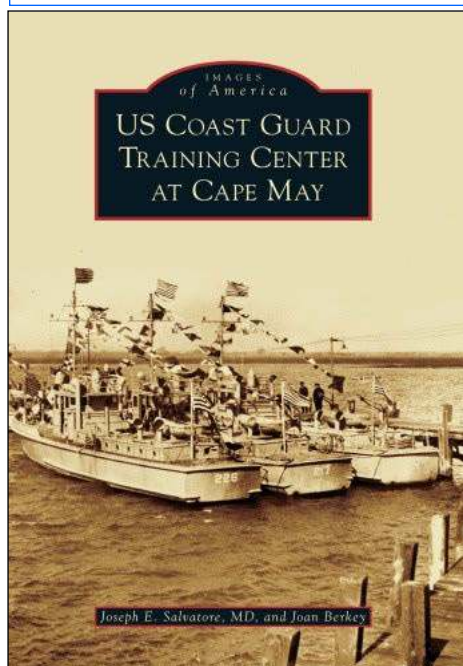
Ptero James C. (Casey) Quinn, Aviator 1091, has many stories to recount and might even tell about when he went to war; if you ask.



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



Unique History of Coast Guard Station Cape May Detailed In New Book



Cape May Airport, NJ: Joseph E. Salvatore, MD, and architectural historian Joan Berkey recently completed work on their second Arcadia Publishing's "Images of America" series. The book titled, "US Coast Guard Training Center at Cape May" was released on December 10, 2012 and is now available for purchase at the Aviation Museum gift shop for \$21.99 or online at www.usnasw.org. Naval Air Station Wildwood (NASW) Aviation Museum is located at the Cape May Airport and is operated by the non-profit NASW Foundation. Dr. Salvatore is Chairman of NASW Foundation and Joan Berkey is a historic preservation consultant. Both are long time Cape May County residents. Their previous collaboration "Naval Air Station Wildwood" was also published by Arcadia.

The new book details the unique history

of the only Coast Guard recruit training center in America. Hundreds of photographs are used to help chronicle the history of the base from its earliest days when it was used to house dirigibles, submarines and minesweepers during World War I to its present role as an active training center graduating more than 4,000 recruits per year. Commissioned as Navy Section Base 9 in 1917, the US Coast Guard Training Center stands on the site of a former amusement park. The station protected the coast line from German U-boats during World War II. The Coast Guard took over the facility in 1946.

The Images of America series celebrates the history of neighborhoods, towns, and cities across the country. Using archival photographs, "US Coast Guard Training Center at Cape May" presents the distinctive story of the base and how it has shaped the character of Cape May.



Former Ptero Prez Mont Smith Receives Retirement Award



Former Ptero Prez Mont Smith, Aviator 1520, recently received an award from the FAA's CAST (Commercial Aviation Safety Team). He was responsible for developing and supporting a variety of safety programs, including implementation of safety enhancements adopted by the Commercial Aviation

Safety Team. He collaborated on a system to encourage airlines to document and report completion of voluntary safety enhancements developed by CAST.

Mont retired on 31 December 2012 from his job as Managing Director of Safety at ATA, now called A4A

(Airlines for America). His plans are: golf, re-building the '67 'vette, travel, writing a book (we're all doing it!), "N" scale model railroading, and bicycling to lose weight!

On 1/1/13, Mont wrote: Yesterday marked my last day at A4A. New beginnings suggest I slow down a bit, but my interest in aviation safety remains as strong as ever. Friends ask what I plan to do. I am writing a book about my experiences. I plan to "give back" by helping younger aspirants who wish to enter the aviation safety field. Linda and I will travel between our home in Virginia and our condo in Honolulu. We have many friends to visit along the way.

I have thoroughly enjoyed every day in my career. I started flying at 16. This coming November will be 50 years directly associated with aviation. Back then, I never would have guessed my aviation life would involve military multi-engine jet/turboprop and helicopter flying, civil helicopter emergency medical services, airline safety management, and national safety program advancement.

As Roger Hughes is fond of saying, "Be safe in the region of risk."



Ancient Albatross Letter to Pteros

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



Greeting Fellow Aviators,

I'll start with a few encouraging words saying that I just finished a leadership discussion at the 2013 Aviation Commanding Officer's Conference held in DC. I came away greatly impressed with the caliber of individuals currently serving in command positions. With the myriad challenges that we are facing in the Coast Guard, it made me proud to see such a committed group of professionals, focused on the safe and efficient execution of our missions. Their collective knowledge and skills are exactly the attributes that we need to lead our community.

It's certainly no secret that we are facing a period of diminished resources, while the demand signal for our capabilities remains high. Thanks to the support of DHS and Congress, we are continuing to recapitalize the Medium Range Surveillance aircraft (HC-144), albeit at a slower rate than originally envisioned. The Ocean Guardian is a great addition to the aviation fleet, already achieving significant success, particularly in LE and SAR. Our venerable HU25s are being retired from service after more than thirty years. We are in the acquisition process for two additional HC-130J aircraft and, to continue their distin-

guished track record, we are working sustainability issues with the HC-130H and sensor packages. Our MH65 and MH60 fleets are making progress in separate development programs to upgrade avionics and sensors. HITRON consistently demonstrates its unique value and has become our most potent weapon against maritime narco-trafficking despite demanding night, low-over-water tactical demands.

We are positioning the Coast Guard to take advantage of the potential transfer of C27J transport aircraft into our inventory. This extremely capable platform is likely to be divested by the U.S. Air Force, and we are on record expressing a strong desire to acquire the low-time airframes if and when they are offered. The C27J in its current configuration is very capable with a weather/search radar, NVG compatibility and an ARC-210 SATCOM, amongst other desirable features. The C27J fits capabilities-wise between the HC-144 and the HC-130H showing great potential for the upper end MRS mission space.

We continue to explore Unmanned Aerial Vehicles in a joint venture with CBP Air & Marine. The Predator project has been an education for us and several of our people have developed significant experience as operators. As most of you know, we are also exploring use of light weight UAVs (Scan Eagle) on our cutters.

Coast Guard media coverage has been at a very high level including the Coast Guard Alaska and Florida series, with another likely centered on the Pacific Northwest. National coverage of the HMS Bounty rescue was robust, culminating in a television special. Conversely, the multiple sorties accomplished in extreme weather in response to the grounding of the MODU Kuluk off Kodiak went generally unnoticed by the media. But, as we've seen over the years, that is the nature of our business!

Our units have also been fully occupied across the Nation with RWAI in support of the presidential campaign and inauguration. Eleventh District units engaged in Operation Baja Tempestad, curbing the flow of illegal migrants and drugs into Southern California. Seventh District aviation units, in addition to their normal (high) optempo, have supported DHS joint ops in Puerto Rico that show promise in meeting threat vectors from the south. Herc, MH60 and MH65 crews from Air Sta Kodiak spent the past summer exploring the envelope for operations and logistics in Barrow, flying in the Chukchi and Beaufort Sea environments from land and cutters. Of course, there are always the unsung heroes deployed aboard our cutters and staging in places like St. Paul; they accomplish hazardous duty as a daily routine.

I am particularly gratified to see this broad range of aviation missions, many involving great risk, being accomplished safely and effectively. The lessons learned over the past several years, and documented in the ASAAP study, are being operationalized. I applaud our pilots, aircrews and their commands for incorporating these lessons into everyday operations.

The aviation community has long understood the concept of "warranted risk." The Air Ops Manual (M3710.1) defines in doctrinal terms the general bounds of risk for potential gain. I have the Headquarters staffs working to institutionalize these concepts across the various operational communities to provide a level of universal understanding and acceptance. This can become the foundation of the ORM and CRM that we practice in operations, giving each a broader context. More to come regarding this shortly.

Finally, across the Coast Guard it is universally recognized that our Service is not being well served by the disjointed mishap analysis and administrative investigation regime. In recent times, it has taken literally years to produce final reports and action documents. Last summer, I chartered a MAB/AIM review working group to examine the processes, exploit commonalities, preserve the sanctity of privileged information contained in the MAB, while at the same time, focusing the AIM and making the entire process timely. The goal is to produce meaningful results before the associated findings, recommendations and corrective actions become lost in time. The group is preparing its final recommendations and I fully expect that you will see significant changes to the processes in the near future.

With all that's going on, as Ancient Albatross, I ask that you fly safely, manage risk in a professional manner, support each other and....take pride in what you do!
Semper Paratus.





In less than a year, an exact replica of the Benoist (pronounced ben-wha) flying boat will retrace the world's first ever scheduled airline service from St. Petersburg to Tampa, FL. The flight is scheduled for New Years' Day 2014, exactly 100 years after the historic flight made by pilot Tony Jannus and his only passenger, the mayor of St. Petersburg. What does that have to do with Airsta Clearwater? Not much. In fact, it wasn't until over two decades later in 1935 that the Air Station was established at its original location at Albert Whitted airport (KSPG) in St. Petersburg. However, it does highlight a historic aviation first that comes on the heels of our celebration of the Centennial of Naval Aviation (CONA) in 2011, and two years before the 2016 CG aviation centennial.

In the tradition of honoring our profession and our rich aviation legacy, AirSta Clearwater completed two historic projects in 2011. First was the official dedication of the annex building, a former Naval Reserve Center, which is now Lewis Hall, named for LCDR Paul R. Lewis (CG aviator 955), who died when CG1474, an HH-3F Pelican helicopter, was lost while returning from a rescue mission in 1972. Within Lewis Hall, Cleveland auditorium is named for the Copilot, Major Marvin Cleveland (USAF exchange), Nemetz conference room is named for the Flight Mechanic, AD1 Edward Nemetz, and Edwards classroom is named for the Radioman, AT3 Clinton Edwards.

The second project was the restoration of an HU-16 Albatross, or 'Goat' as it was affectionately known. The year-long project was led by Master Chiefs Matt Boyd and John Milbrandt, with a good number of the crew supporting, and Ptero Marty Kaiser (CG aviator 799) acting as a consultant. The dedication

AirSta Clearwater: Operational Excellence, Anytime, Anywhere By Ptero CAPT John Turner, Aviator 2929, & LT Brendan Blain, Aviator 3833

ceremony anchored the unit's CONA celebration and included a re-dedication of the memorial to the crew of CG1240, which was lost during a SAR mission in 1967.

The restored HU-16 is now proudly on display along the final approach course to the Air Station in front of Lewis Hall.



"Airsta St Petersburg": Commissioned on March 1, 1935, it was one of the first ten air stations. The crew was comprised of only a handful of men, including the first CO, LT W. Burton (CG aviator 19). The addition of four HC-130's in 1976 prompted the unit to move nine miles north to St Petersburg/Clearwater International airport (KPIE), which afforded longer runways and more hangar space. The move also resulted in a name change to AirSta Clearwater. The CO at the time was Ptero CAPT Ray Copin (CG aviator 744). In the midst of the move, a flight of four HH-3Fs took off from KSPG. The ready, Dash-4 in the formation, was diverted for a vessel in distress, hence logging Airsta Clearwater's first SAR case.

Aircraft: The unit's first aircraft was the RD-4 Dolphin, a fixed-wing amphibious aircraft that was purchased for \$43.5K per airframe. Today, Airsta Clearwater operates five C-130H's and ten H-60s, which replaced the unit's H-3s starting in 1993. The unit's MH-60Js are currently being upgraded to MH-60Ts (glass cockpit with advanced navigation, communication, & avionics equipment).

The Mission: Prior to WWII, aircrews were tested with many rescues, including multiple cases during the Labor Day Hurricane of 1935, which devastated the Florida Keys, requiring the transport of numerous victims to Miami.

During WWII, unit aircraft were rigged with depth charges and used to deter U-boats operating in the Gulf of Mexico. Today, Airsta Clearwater carries out all of the CG's 11 statutory missions except for Ice Operations. The unit also maintains aviation special missions, including H-60 airborne use of force and fast roping capability to support maritime law enforcement and security missions.

Statistics: The Airsta averages 350 search and rescue missions annually. With the addition of Operation Bahamas, Turks & Caicos (OPBAT) in the mid 1980s, the unit became the largest CG Airsta. Today, Airsta Clearwater maintains MH-60s in OPBAT and C-130 presence in South and Central America supporting Joint Interagency Task Force-South. Last year, Airsta Clearwater flew 383 SAR cases and 74 LE cases saving or assisting 375 lives, interdicting 1,135 migrants, and stopping 1,443 pounds of illegal narcotics from reaching the U.S.



Significant Cases: Since its inception, Airsta Clearwater has been living up to its motto "Anytime, Anywhere" with its involvement in such significant events as Ops Able Manner and Able Vigil, the Challenger disaster, Op Desert Storm, the 1993 *Perfect Storm*, hurricanes Andrew, Katrina, and many others. More recently, Airsta Clearwater was heavily involved in response to the 2010 Haiti earthquake and Deepwater Horizon oil spill. The unit is also showcased on the Weather Channel's "CG Florida" TV series and has maintained close ties with the community, facilitating Clearwater's recent designation as a CG City.



ATTC Elizabeth City Dedicates New Rescue Swimmer Training Facility (RSTF)

By Ptero LCDR Derek Thorsrud, Training Officer, Aviator 3481A



Since Congress mandated the Helicopter Rescue Swimmer Program in the early 1980's, Coast Guard aviation leaders have sought funding for a dedicated training facility. It is now a reality on the campus of the Aviation Technical Training Center in Elizabeth City. The new facility includes a Rescue Swimmer Training Facility (RSTF) and an Underwater Modular Egress Trainer (dunker). The RSTF includes a 12' deep 50m x 25m pool that incorporates a wave and wind generation system that produces 3' waves and 70 knot winds. Additionally, the pool is equipped with effects to simulate rescue scenarios in inclement weather at night. There are two 12 ft high towers that simulate helicopter platforms from which students accomplish training deployments. The towers are equipped with helicopter hoists to recover students and instructors from the water. Water jets on the towers create intense rotor wash effects. An underwater camera system captures training scenarios for review and instructional purposes. A movable bridge spans the width of the pool, allowing instructors to divide the pool into two separate training areas.

Most of the curriculum is now under one roof; the facility includes classrooms, labs, a large fitness room and staff offices. The staff is regularly adding historical touches to make the new building feel like the home of the AST rate. The names of all 850 men and women who became helicopter rescue swimmers are displayed high on the wall in the

main room. The foyer includes a memorial display for the four rescue swimmers who were lost with the rest of their crews on helicopter missions.

The dunker (UMET) has its own pool and is operated by eleven new staff positions to include eight with diving qualifications. The dunker can use one of two different modules; one for aircrews and the other for small boat crews. Underwater egress training is well established in the aviation community but new to boat forces. Current plans are to provide initial and recurrent egress training for members assigned to high risk units or vessels.



A ribbon cutting ceremony was held on October 17, 2012. Attendees included two U.S. Senators, a Congressman, Ptero RADM Stephen Mehling, aviator 2263, (FORCECOM), RADM Ronald Rabago (CG-4), Ptero ASMCM Larry Farmer, P-2898 (the first CG Rescue Swimmer), Elizabeth City Mayor Joseph Peel and numerous others. If you are in the area, please call us for a guided tour.

The CO is Ptero CAPT Thomas C. Hastings, aviator 2691.



Search and Rescue: Case Pends

Abe and Esther are flying to Australia for a two-week vacation to celebrate their 40th anniversary. Suddenly, over the public address system, the Captain announces, "Ladies and Gentlemen, I am afraid I have some very bad news. Our engines have ceased functioning and we will attempt an emergency landing. Luckily, I see an uncharted island below us and we should be able to land on the beach. However, since we will be in such a remote area of the Pacific Ocean, the odds are that we may never be rescued and will have to live on the island for the rest of our lives!"

Thanks to the skill of the flight crew, the plane lands safely on the island. An hour later Abe turns to his wife and asks, "Esther, have we already sent our tax return to the IRS with the \$5000 payment due?" "No, sweetheart," she responds. "Not yet."

Abe, still shaken from the crash landing, then asks, "Esther, did we pay our American Express card yet?" "Oh, no! I'm sorry. I forgot to send the check," she says.

"One last thing Esther. Did you remember to send checks for the Visa and MasterCard this month?" he asks. "Oh, forgive me, Abe," begged Esther. "I haven't yet sent those either."

Abe grabs her and gives her the biggest kiss in 40 years. Esther pulls away and asks him, "What was that for?" Abe answers, "They'll find us!"



'Memories' FROM 6

and the snug fit of a 737. They speak a language unknown to Webster.

They discuss ALPA, EPRs, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses.

At times they are reverent: They have watched the Pacific sky turn purple at dusk and the [See 'Memories' on P 18]

Mail Call! This issue's mail is brought to you by the Piasecki HRP-1 'Flying Banana' on the ramp at AirSta Elizabeth City in the 1950s.



Honoring Our Deceased Senior Pteros

I have submitted the attached text (see P. 2) to Steve Goldhammer for PTEROGRAM consideration even though we won't see the next issue for a few months. In addition, I thought I would share with you some thoughts about taking advantage of this opportunity to perhaps start a new tradition. And that would be to publish more than we have in the past about senior members upon their passing. Simply publishing an obit in a Pteromail, as we have made it a practice to do whenever possible, is certainly appropriate and worthwhile, but it may not be as inspiring to young 'troops' as some photos and something besides an obit in our official periodical.

Between Elmer Stone and Chet Richmond, there were only 144 other CG aviators designated over those 27 years. That alone places a special perspective on the pioneering of Chet's career. I would hope that images and words of honors rendered and flyovers, when feasible, as in this case, will serve as an inspiration to active duty aviators and air crews. Perhaps more of them might even be motivated to join us as members.

Ptero Ray Copin, Aviator 744

Sabena Story Still Spreads

The CGAA was recently contacted by the Gander Airport Historical Society after accessing our Ptero website and reading three pages devoted to the 1946 Sabena air crash rescue. They have asked for, and received, our permission to use CGAA articles and artifacts on their website;

www.ganderairporthistoricalsociety.org to spread and preserve this historic tale. I have just mailed a copy of the Sabena DVD plus a CD with an e-book copy of

"The Chronological History of Coast Guard Aviation." The Gander Airport Historical Society has agreed to give CGAA credit for the Ptero authors, materials and website involvement in this story. You might want to access the Gander website in coming weeks; if you find yourself at the Gander airport you might want to identify yourself as a USCG aviator!

Ptero Gary Gamble, Aviator 1826

Douglas Munro Gravesite Gun Restoration Project

Efforts are underway to restore two WWII era MK22 mod 4 3"/50cals that are located at the final resting site of the USCG's only Medal of Honor recipient SM1/c Douglas A. Munro in Cle Elum, WA. On November 6, 2012 with the help of Navy NMCB 18 from Joint Base Lewis-McCord WA, the two guns were transported to BASE SEATTLE for restoration under sponsorship of the CPOA Seattle Chapter. Restoration of the guns is being led by NESU Seattle's Ordnance Shop. Work will be completed in the spare time of many volunteers.

The history of these particular guns is somewhat vague. Gun #1 was manufactured in 1943 in Chicago, IL and Gun #2 was manufactured in 1942 in Canton, OH. Service of the guns are unknown as of yet. Then on July 12, 1954 the City of Cle Elum agreed to the transfer of the guns with the Navy to be maintained by the City. The guns were originally located at City Hall but at an unknown date moved the guns to the gravesite of SM1 Douglas A. Munro.

The guns for the last 59 years have not fared too badly for layers and layers of paint that have been applied by volunteers and the local VFW Post 1373. There are a few spots that have rusted through the metal that will need to be

repaired. Current plan is to disassemble both guns and have a local company media blast and powder coat back to the historical colors during WWII. Although powder coat isn't the original finish, it will last longer than the paint that has been applied over the years. Once powder coating is complete, they will be reassembled and returned back to Munro's gravesite before the memorial service on September 27, 2013.

The current fund raising goal is \$10,000 for the restoration efforts. Tax deductible donations are currently accepted. Please make payable to CPOA Seattle Chapter. Please note "Douglas Munro Guns" on the donation check.

Mail to: **CPOA Seattle Chapter**

ATTN: MKC Shannon Riley

1519 Alaskan Way South

Seattle, WA 98134

Sabena Rescue Follow-up

I responded to this note (ed. ALPTERO, 13 Feb. *Sabena Story Still Spreads*) and forwarded my notes and the accident analysis I conducted after reviewing all available data in this fascinating story, which became a keystone in the creation of CG helicopter aviation, and my reporting on the subject. All my documents are posted for those who have been following this story of the first commercial airline crash. See: http://www.ganderairporthistoricalsociety.org/html/4658/SN_accident_report.htm along with <http://airportcoffee.blogspot.com/> The blog has a reconstructed view of the probable flight path of the Sabena airliner showing its gross deviation to any recognized approach pattern. This departure from approach procedures had the search efforts going on for nearly two days, over thirty miles from the actual site. Some Pteros may still remember the old "range approach." I still do, which helped in this reconstruction. Oh how I hated to do these approaches!

Ptero Tom Beard, Aviator 1104

Electronic Readership Query

Ye Ancient Scribe is wondering if on line recipients are reading the entire Pterogram. So, if you received it on line and you got this far into reading it, please send me a short Email (SEGoldhamm@aol.com) saying that you've read it and what you think of it.



2013-2014 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 of any cause 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.

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 Scholarship Committee at: Philip H. Jones Naval Aviation Scholarship
1446 Waggaman Circle
McLean, VA 22101-4004
or by email to flynavy@cox.net.
- Application submission deadline is 15 April 2013 [Your CGAA contributes \$1K annually to this very worthy cause...Ed]

HEADS UP! — OFFICER ELECTION JUST OVER THE HORIZON

Article VIII, Section 1 of the association ByLaws addresses the election of officers as follows:

“The Executive Board shall propose a slate of nominees for office of President, Executive Vice President, Executive Secretary, and Treasurer prior to the annual Convention on odd-numbered years and a new Executive Board will be elected at that convention. Absentee ballots are acceptable at the Convention.”

“This Board will serve for a period of time that encompasses two National Conventions. Should there not be a convention held when a change of officers is due, an election will be held by mail-in vote.”

“An officer may succeed himself or be elected to another office.”

The ByLaws also state that only regular members who are up to date in dues may hold office or vote.

The summer (July) Pterogram will include a slate of nominees for the four officer positions along with an Absentee ballot and instructions. The process will be open to all eligible members, and the election will be concluded at the 2013 roost.

Nominations for each position should be submitted to the Executive Secretary (postal mail: 3658 Bracknell Drive, Woodbridge, VA 22192-7465; Email: pteroherd@yahoo.com) prior to 31 May 2013 in order to be on the absentee ballot. Nominations should include a statement that the member being nominated has approved his or her name being placed in nomination.



Annual “Cosmic Airlines” Reunion Scheduled

The 54th Reunion of the "Coast Guard Air" AKA Cosmic Air reunion will be held on May 18 - 20, 2013. We will be at the Silver Legacy Hotel/Casino in Reno NV. We have blocked rooms at the special price of \$59.08 per night, (Deluxe rooms, includes tax & resort fee). Book your room by calling 1-800-687-8733 and give them Group Code 'USCG13'. As a bonus the Coast Guard Bearing Sea Patrol/CG Weather Ships reunion will be going on at the Circus-Circus Hotel in Reno on the same dates. For further information contact Linda Etheridge at 707-869-0157 (LEther7294@aol.com) or Roger Schmidt 925-443-1449 (rogngina@sbcglobal.net)



‘WWII Attack’ FROM 3

transfer to combat, *any combat*.

MacDiarmid struggled with bureaucratic bumbling getting new men trained. Then he soon saw them leave for more dramatic roles in the new war, only to be replaced by more “boots.” He felt abandoned. In a plea exposing more of his feelings, typically using an encompassing population for his voice, he wrote, “The pilots of this station generally feel that they have been pushed in a corner and forgotten or that their potential fighting value is held in very low regard.”

This statement refutes contradicting information in a series of his reports where he states most of his pilots are new and inexperienced. And, furthermore, most of the experienced were transferred after only a short stay.

Each letter he wrote to superiors conflicted with previous missives. The subject depended on the point he wished to make at that moment. For example, in the following excerpt he might be the only “flyer” meeting the description except he did not have “thousands of hours,” at the time. No one did. MacDiarmid pleaded, “There are flyers available here with many years of sea service and experience as engineers and navigators and thousands of hours of experience in the air who are flying small obsolete ships [airplanes] on local escort missions—sometimes difficult enough considering the weather but offering no possibility of earning credit or promotion—while young Army Air Corps and Navy pilots some of whom are practically boys [he was thirty-five at this writing], are flying long range attack missions on the enemy.”

In frustration to the indefatigability of these demands for war duty, and perhaps the tone of the MacDiarmid’s monthly chiding’s disguised as official reports, an admiral reportedly offered him a spot promotion if he would just cease his demands for transfer to combat. In character, MacDiarmid refused the promotion.

One mission at CGAS Port Angeles shortly after the War began was patrolling the eastern regions of the North Pacific seeking out Japanese submarines and offering protections for shipping in the Strait of Juan de Fuca and along the Washington coast. These patrols were flown twice daily from Port Angeles; once at dawn and again at dusk. Fre-

quent submarine sightings were reported to the military authorities. Nearly all, however, were “dead heads,” derelict logs or limbs jutting just above the water’s surface. In the war panic at the time, sweeping through the coastal regions of the west, almost anything was Japanese invaders.

For MacDiarmid agitating for combat duty, chasing dead heads was more than a minor irritant. Unhappy (not the word to describe MacDiarmid’s displeasure) with the patrol planes’ coverage of the area, he is claimed to have taken a reluctant pilot on a mission to show the hesitant airman what *he* meant by a long range mission.

On this day’s patrol, (to demonstrate *his* meaning of maximum range) after take-off with a twin engine JRF amphibian airplane, he switched both engines to run off one of two equal tanks of gasoline then proceeded westward away from the coast in a straight line out into the Pacific Ocean heading towards Japan. Later when the engines, starved for fuel coughed, he switched both over to the remaining tank and started back to base with the comment, “That’s what I mean about max range!”

If the story is true—and it probably has some base in fact—it demonstrates his dynamic action without regard to unforeseen circumstances. As a senior aviator, he still had only about three years flight experience as a designated aviator and most of it as the skipper with no servitude or internship as a junior member in the cockpit. He also had “washed” out of Navy flight school on his final flight. But somehow he was able to return to Pensacola six years later only to fail once again. This time, however, he was retained and completed through intervention by a sympathetic senior officer.

The CG Air Station on the end of the Ediz Hook in June 1942 consisted of a concrete building with offices and quarters for the crews, a hangar, seaplane ramp, docks, and two runways crossing at a shallow angle. The main east-west runway ran along the north beach and was then protected by six machine-gun emplacements, four at the corners and one each side the near the middle. Each nest held twin .30 caliber Lewis Machine-guns. The main building was set about the midpoint of the long runway on the south, or harbor side.

Demolition charges were placed at

each end of this building. They were of the standard Navy 325 pound depth-charges fused with an electrical detonator to destroy the building in the event of an enemy landing. Early in WWII, the military on the West Coast was preparing for a Japanese invasion. And “Captain Mac” was not pleased with the preparation by his unit for war.

Despite repeated rebukes to his executive officer for his junior’s seemingly lack of energies dedicated to preparation, MacDiarmid deemed *his* station not ready for an attack. Therefore, he resorted to his typical brazen actions to remedy this problem.

MacDiarmid took William Morgan, Ordnanceman 3/c, and “Red” Merrill, Boatswains Mate 1/c into his confidence. Morgan was directed to sneak around the barracks the night of MacDiarmid’s planned drill and gather up all the rifle ammunition. Each man had a Springfield rifle slung to his bedpost. Then early in the morning Morgan waited in the machine-gun nest across the runway from the crews’ building holding five sticks of dynamite. During the night also the bos’n created shallow puddles of oil scattered about the station.

MacDiarmid took off in a JRF from the local airport a few miles away from the Coast Guard Air Station where he had parked the airplane earlier in the evening. Shortly he had the amphibian screaming in at low altitude over the base in pre-dawn darkness.

This was the signal for Morgan to start flinging his sticks of dynamite out into the water off the north beach into the Strait, away from the station, then fire the machine guns at a smoke float dropped from the airplane in the water nearby. Meanwhile, Merrill set the oil puddles ablaze creating a realistic scene.

Men came tumbling out of the building through doors and windows, carrying with them empty rifles, dashing to the air raid trenches. One sensible sailor, like the fictional television character, deputy sheriff Barney Fife, kept a bullet in his pocket, just in case. He was ready for the enemy—and the only one—but his rifle accidentally fired as he fell into the air raid trench. The bullet passed between the legs of an Ensign arriving just ahead of him.

Tracer bullets from the machine gun trained by Morgan were ricocheting off the water and making a fiery exhibition

[See ‘WWII Attack’ on P 18]

MH-65C CGNR 6535 Wreath Laying and Memorial Dedication and rededication for HH-52A CGNR-1427 Ceremonies Held

By Ptero Gary Gamble, Aviator 1826



During the late evening darkness of 28 February 1981 LCDR Dale T. Taylor, LTJG Thomas J. Cameron, ASTC Fernando Jorge, and AET3 Andrew W. Knight departed Aviation Training Center Mobile aboard CG6535 to complete the final required flight in the Copilot's initial qualification training syllabus. After practicing instrument approaches to a hover and saving mariners in distress from both a boat and from the dark water, their training mission was completed and the crew began the transition from a hover to forward flight to return home to ATC Mobile. Tragically, at some point during this challenging transition the aircraft departed normal flight profile and impacted the water. All four dedicated and highly skilled Coast Guardsmen were lost in the crash.

This tragedy reminds us all of the significant but necessary risks of accomplishing our most noble mission, protecting American lives from the dangers of the sea. These four brave men knowingly accepted that risk as they trained for that mission, ultimately sacrificing their lives training to be "Always Ready, So Others May Live."

On 28 February 2013, the families of the crew of CGNR-6535 held a private wreath laying ceremony aboard USCGC Cobia in Mobile Bay at the location where CGNR-6535 was lost last year.

The Cobia was one of the first search vessels on scene during the search.



On the evening of 22 October 1981, LT Raymond T. Brooks, LTJG Robert E. Winter Jr., AD3 Joe A. Hinton, and AD3 Mark C. Johnson departed Aviation Training Center Mobile on a nighttime instrument training mission. Shortly after takeoff, Air Traffic Control lost radio and radar contact with the aircraft three miles north of the airfield. Concerned for their shipmates, another Coast Guard HH-52A helicopter located the crash site and discovered that all had perished in the crash. The investigation revealed that CG1427 had experienced a catastrophic in-flight failure of the main rotor assembly and had broken apart in flight.

In its aftermath, this accident was as important to the fleet as it was tragic. Post-crash analysis traced the cause of the mishap to the improper manufacturing of a key main rotor component. All HH-52As were grounded until every aircraft in the fleet was inspected and deemed safe for flight. The sacrifice made by the crew of CG1427 in service to their country likely prevented another similar mishap. We who value aviation excellence

vow to remember them forever. Lifesavers even in death.

The ceremony to dedicate the memorial for CGNR 6535 and to rededicate the memorial to CGNR-1427 was held at ATC Mobile on Friday 1 March 2013. CAPT Tom Maine, Aviation Training Center Mobile CO, talked eloquently of how we honor and remember our fallen comrades. He said that by re-dedicating the memorial for HH-52A 1427 which was lost 31 years ago, we remember now, and will remember 31 years from now, the sacrifices of those that have gone before.

Family members of the crew of CGNR -6535 offered remembrances of their loved ones.



ADM Robert Papp, Jr., Commandant of the Coast Guard, talked about customs and traditions and the manners of our service, and the importance that memorials play by honoring those that have gone before and demonstrating to those that serve now that they will always be remembered.



The ceremony concluded with a flyover of Coast Guard H65's. Memorial Bricks can still be purchased online at <http://my.brixbase.biz/coastguard6535/>.



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 20-weeks long and a typical class has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are late-2012 & early-2013 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AMT3 Dustin J. Audirsch	North Bend	AET3 Alexander E. Waller, IV	Atlantic City
AST3 Ari F. Markle	New Orleans	AMT3 Zachary B. Manning	Atlantic City
AET3 Kurtis R. Gainey	North Bend	AET3 Alexander Bunz	Humboldt Bay
AST3 Bradford S. Garrison	Clearwater	AMT3 Benjamin C. Fowler	Clearwater



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4426 Jacob A. Dorsey	Port Angeles	4427 Michael I. Freeman	Los Angeles
4428 Chris M. Pappe	Atlantic City	4429 Kevin Clark	Elizabeth City
4430 Natalie Moyer	Clearwater	4431 Tessa R. Clayton	New Orleans
4432 John J. Briggs	Humboldt Bay	4433 Kevin P. Shanahan	North Bend
4434 Drake M. Thornton	Corpus Christi	4435 Thomas A. Myers	Elizabeth City
4436 Kelly A. Winslow	Savannah	4437 Jason J. Joll	San Diego
4438 David H. Blue	Borinquen	4439 Matthew Z. DiIulio	Los Angeles
4440 John R. Post	Clearwater		



'WWII Attack' FROM 16

and the station glowed from Merrill's fires. Behind both and across the narrow spit, a U.S. Navy ship lay at anchor in the peaceful harbor.

The Navy crew suddenly hearing the noises of war went immediately to general quarters. The ship's gun crew was ready instantly; Pearl Harbor was not going to be repeated for this Navy ship. Gun crews at once commenced firing their 20 millimeter machine-guns at the only obvious target in the darkness, the circling U.S. Coast Guard JRF 'Goose.' MacDiarmid suddenly discovered he was now an un-armed defender, with tracers blazing the night sky coming his way, instead of the attacker. He hurriedly retreated to safety north across the strait into Canada.

MacDiarmid's, crew at the air station was a little more prepared than he assumed. One junior officer, before abandoning his post for the air raid trench, got a message off to headquarters in Seattle declaring the CG was under enemy attack. An immediate wartime invasion signal flashed down the entire west coast of US putting all military on alert.

"Captain Mac," was partly correct in his assessment of his unit's preparedness; no one remembered to detonate the charges to destroy the current administration building at the Coast Guard Air Station now named for Captain Donald Bartram MacDiarmid. And he finally got his wish for duty under fire.

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



'Memories' FROM 13

stark beauty of sunrise over Iceland at the end of a polar crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow capped Rockies.

They have marveled at sun-streaked evenings, dappled earth, velvet night, spun silver clouds, sculptured cumulus: God's weather. They have seen the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain, Contrails and watched St Elmo's Fire dance on the windows.

Only an aviator experiences all these. It is their world. And once was mine. And remains in memory...



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☐ Book: ***So Others May Live*** (includes postage) (Paperback only, \$14)
☐ 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$29.00 Shipped
☐ Current Ptero Patch, 4 inch \$8 Old Ptero Patch \$7
☐ CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
☐ Ptero Bumper Stickers \$ 3 each, 2 for \$5

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

Please check all below that apply:

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☐ CG Auxiliary ☐ Other Supporter

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Helo Nr: _____ Date: _____

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☐ Exchange Pilot
Service _____ Country _____
CG dates served: _____ to _____

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

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Barry A. "Boo" Harner
2/18/1953—2/28/2013

Barry Harner, 60, Retired Captain and USCG Chief of Aeronautical Engineering, died suddenly February 28, 2013 at Anne Arundel Medical Center. Barry leaves behind his wife Rosanne of 36 years and his five children Sean, Colleen, Patrick, Bridget, and Kelly. He was born in Ridley Park, PA. He attended the U.S. Coast Guard Academy in New

London, CT graduating in 1975 and was a proud member of the USCG for 29 years. He was employed by Vector CSP as VP of Operations in Baltimore, MD.

Services were held on 6 March. Interment private. If desired, contributions may be made to Special Olympics Maryland, 3701 Commerce Drive, Suite 103, Baltimore, MD 21227 or Archbishop Spalding High School 8080 New Cut Rd., Severn, MD 21144.



'Prez Message' FROM 2

Albemarle, identifying and beginning work on restoring an HH-52 (Project Phoenix), and publishing a booklet commemorating Stew Graham (aviator 114) to name a few. If you would like to help with these projects please contact any of the board members for more information. We are looking forward to another busy year and hope that you can start making plans to attend the 2013 DC Roost! Fly safe!



1960 Rescue Story on Ptero Website

An exciting account by Ptero Carl Swickley, aviator 725, of the rescue of survivors of the Northwest Airlines DC7 off the East coast of the Philippines in 1960 featuring recently deceased Ptero Jack Lyon is on our website uscgaviationhistory.aoptero.org/air_stations/list_all/#623(about 3/5 of way down).



Ptero Jeff Pettitt, Aviator 2188, was reading his Pterogram on the 'Top of the World' in Barrow, AK in November.

The Ancient Order of The Pterodactyl
3658 Bracknell Drive
Woodbridge, VA 22192-7465



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When Casey Went to War Pg. 7

Scene from an adjoining "Jolly" showing an HH-3E joining up and refueling from an HC-130P trailing drogue. Note the nose-low attitude as the helo races at nearly max speed and the nose-high pitch of the C-130 as it staggers along, just above a stall. "Just before you made contact, you had to accelerate to ensure that you made a hard contact and locked into the basket. If you didn't get a locked fit, fuel would spray out"—possibly, into the turbine-engine inlets, just above the helo's cockpit. The biggest thrill was the arc of the blue [static] electricity that came from the basket to our probe. We didn't see this in the daylight." (photo and quote courtesy of Ptero Richard Butchka, Aviator 1238)

AirSta Clearwater Pg. 12

MAIL Pg. 18

**2013 Roost
Hotel
Info Pg. 3**

ATC Mobile MH-65
CGNR 6535 and HH-
52A CGNR 1427
Memorial Ceremonies
Held Pg. 17

WWII Attack
On Port Angeles
Pg. 3



Association of Naval Aviation College
Scholarships Available Pg. 15



ATTC Elizabeth City's new Rescue
Swimmer Trng. Facility Pg. 13

THAT'S NOT ALL !!

