PTEROGRAM

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

Sitrep 1-14 Spring 2014 AOP is a non profit association of active & retired USCG aviation personnel & associates

CONTENTS

Pthirty-eighth Annual Ptero 'Roost' Heading to the Northeast

Resort And Conference Center At Hyannis

Our 38th annual convention honoring the CO, CAPT Stephen H. Torpey., Aviator 2912, and the men and women of Air Station Cape Cod will be from 18-21 September! Your Roost Committee co-chairs, Pteros Joe Amaral, Aviator 1030, and Dick Buttrick, Aviator 988, are planning a spectacular roost to remember. We'll be 'Roosting' at the Resort and Conference Center at Hyannis. Our last Cape Cod Roost was in 1996. Please see P. 5 for details and registration info.

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 2014, 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: It has been an exciting winter for all of us so far. Winter weather has complicated life in DC and I'm sure many of you are still digging out from the recent snow storms. We have some exciting news to pass in reference to the Ptero Leadership. We have officially selected Ben Stoppe to serve as first Ptero Executive Director. Now that he has fully retired from the working world and moved to his new home, Ben has been busy running the business of the Pteros. . In addition, Ray Miller has also graciously accepted the role of Assistant Treasurer. We have also commissioned an Executive Search Committee of influential Pteros to help identify candidates for the next Ptero President and Vice President. If you're interested in helping guide the direction of the Pteros, *[See **'Prez Msg'** on P. 5]*

Taps

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

Mary Schmidt, (wife of Ptero Dale Schmidt, 918) 10/9/13
Nancy Mayes, (wife of Ptero Charles Mayes, 559, deceased) 12/29/13
Bill Faulkenberry, 550, 2/13/14

Ptero Ben Stoppe, Aviator 1646, Selected as CGAA 'Executive Director' & Ptero Ray Miller, Aviator 2141, Appointed as CGAA 'Assistant Treasurer'

On 28 October 2013, Ptero Life Member and long-time CGAA Treasurer Ben Stoppe accepted the nomination by the CGAA Board and was designated as the CGAA-AOP Executive Director. CGAA President Steve Reynolds, Aviator 2863, signed the Executive Director Contract on 25 November 2013 approving Ben's designation. The Contract reads as follows:

This contract is the agreement between the Executive Director of the Coast Guard Aviation Association (hereafter referred to as CGAA), and the President and Executive Board of the CGAA. The Executive Director shall serve at the pleasure of the President of the CGAA, and this contract may be terminated without recourse by either party with thirty (30) days written notice prior to the ending date of the contract.

Compensation. The Executive Director shall receive a stipend to compensate the Executive Director for time and expenses incurred executing the duties of Executive Director. The compensation shall be $*10,000* per year, and may be renegotiated each year based on satisfactory performance, as determined by. The President and Executive Board of CGAA. The Executive Director may be reimbursed for travel and expenses incurred in the performance of duties not to exceed $500 per month. Vehicle travel will be reimbursed at the prevailing IRS rate. Travel involving expenses for airline and/or hotel shall be pre-approved by the President or Board of Directors in writing or e-mail, These expenses shall not exceed the prevailing Government per diem rate for travel, or, actual expenses, whichever is lower.

Term of this contract: This contract shall run for twelve (12) months beginning 1 January 2014 and ending on the last day of 'December 2014.

The Executive Director shall be responsible for conducting the day-to-day business of the CGAA in regards to the following matters:

Conduct formal record correspondence with members and external entities by postal mail and e-mail. seeking guidance from the President and Executive Board, as appropriate.

Conduct informal (non-record) communications via telephone (landline, cellular or text) with members and external entities.

Maintain postal mailbox; forward all official function invitations to President and BOD.

Have authority to pay normal operating and emergency expenses of the association in amounts up to and including $5,000 without prior approval of the BOD (all transactions to 'be reported in a bi-monthly summary to the BOD).

Oversee the maintenance of the fiscal records of the organization (dues collection, annual audits/ IRS filings, banking and investment transactions, financial reports, etc.), and publication of the financial condition of the organization annually to the *[See **'ED'** on P. 16]*

C-27J Aircraft Sent to Boneyard Get New Missions

Twenty-one military cargo planes the Pentagon spent $1 billion on and sent to a desert “boneyard” have been designated for new missions with the Army Special Operations Command and the Coast Guard, military officials say.

The Coast Guard has targeted early 2016 to start flying the former Air Force C-27J Spartan on long-range search and rescue missions, and the Special Operations Command will use the planes for military parachutists training, military officials said.

As part of the transfer arrangement with the Coast Guard outlined by Congress, the Coast Guard will provide seven aging C-130H planes to the Air Force, which will pay up to $130 million to refurbish the planes for firefighting service with the U.S. Forest Service. In October, the Defense Department ordered seven C-27Js transferred to the Army Special Operations Command

Senior Chief Petty Officer Daniel Tremper, a Coast Guard spokesman in Washington, D.C., said he did not have a timeline on when the maritime service would receive the 14 planes. "At this point, there's no specific timeline of when the transfer will happen," he said.

The twin propeller-engine Spartan was pulled out of Air National Guard operations, which had flown the plane exclusively, and sent to the "boneyard" at the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base, Ariz., beginning last July.

The C-27J's operation in the U.S. military began as a joint project between the Army and the Air Force. The Army took delivery of the first aircraft in October 2008, before the Air Force took over the program in 2010.

The Coast Guard may base the C-27Js at air stations in Sacramento, CA.; Clearwater, FL.; Kodiak, AK; Barbers Point, HI; and Elizabeth City, NC, but a final determination is pending, Tremper said. “They could go to any or all of the stations," he said.

Coast Guard Air Station Savannah Celebrates 50 Years of Service

By LT Clint Lemasters, Aviator 4323

CDR Greg Fuller, AirSta Savannah CO, addressed the audience Dec. 12, 2013, at the unit’s 50th anniversary commemoration ceremony. (USCG photo by PO3 Class Anthony L. Soto)

CG Air Station Savannah celebrated its 50th Anniversary on December 12th, 2013. The ceremony was officiated by RADM John Korn, Av. 2209, Commander Seventh CG District. In its 50 years of service, the air station has averaged about 200 search and rescue cases each year and is credited with saving more than 1,300 lives. “They’ve truly earned their motto here of ‘Lowcountry Life Savers’ through many years of outstanding service, and that service, I have to say, is going to continue, as they’re in great hands,” Korn said.

AirSta Savannah was commissioned in the summer of 1963 on Hunter Army Air Force Base (which became Hunter Army Air Field in 1967). Since its commissioning, AirSta Savannah has provided search and rescue coverage for the Atlantic coast from the northern border of South Carolina to Melbourne, FL.

The Basic Operational Training Unit (BOTU), or standards branch, was established at Savannah in 1964. The BOTU was responsible for training all CG HH-52A Sea Guard helo pilots and would eventually become the highly regarded standardization branch of Aviation Training Center Mobile. In 1987, the station received four Aerospatiale HH-65A Dolphin helos to replace the three aging Sikorsky HH-52A Sea Guards flown since 1963. The HH-65A was a state of the art, all weather, search and rescue platform. Two additional Dolphins and 40 additional personnel (for a total of 105) were added to support the CG Air Facility located at Charleston Executive Airport on Johns Island, just south of Charleston, SC. The "AIRFAC", as it is commonly known, came into service on October 1, 1990. This new Air Facility shortened SAR response time for the northern parts of the AirSta’s large operating area and enhanced the CG’s ability to provide critical services to the boating population in the Charleston area.

Siler Hall (named in honor of the late Ptero ADM Owen Siler, #515 & fifteenth Commandant of the CG) and a new operations center were completed in 1996, providing the AirSta and local commands with a state-of-the-art training venue. In the summer of 2012, the airsta took delivery of 5 MH-65D helos; the fourth generation of the Dolphin.

Those also attending the ceremony included Ptero RADM (ret) James Van Sice (#1777), CAPT Thomas Allan (Sector Jacksonville), Ptero CAPT Donna Cottrell (HITRON Jacksonville & former CGAS Savannah CO (#2961)), CAPT Ric Rodriguez (Sector Charleston), Ptero CAPT(ret) Arthur Wagner (#769), Ptero CAPT(ret) Gail Donnelly (Former CGAS Savannah CO (#2202)), representatives from Senators Chambliss and Isakson, the Honorable William Cathcart (Civilian Aide to Secretary of the Army) and Mrs. Betty Siler (spouse of the former ADM (ret) Siler (#515)).

*[See ‘**AirSta Savannah**’ on P. 12]*

Ancient Albatross Letter to Pteros

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

Fellow Pterodactyls and Coast Guard Aviators,

This is the final opportunity that I will have to contribute to the PTEROGRAM while serving as your 23rd Ancient Albatross. Since assuming the honorary office on 11 July 2011, much has happened in our community. The HH-60's and HH-65s are completing transition to "MH" models with attendant capability improvements. We are on contract to receive our 18th HC-144A and, of late, have been authorized to receive 14 C-27J airframes from the Department of Defense. We continue to acquire HC-130J aircraft and complement the basic airframe with a capable mission package. The great work by the engineering "magicians" at ALC has enabled us to maintain a consistent fleet of H-60s despite several losses without identified attrition spares. ATC and ATTC have maintained their levels of world-class training and support for pilots and aircrew. Both rotary wing assets are doing well readiness-wise despite surpassing 50% of their design service lives. All in all, I feel that we are doing very well considering the long-term economic slump and the effect on the Federal revenue stream. Our budgets since FY12 have decreased, but due to strong DHS and congressional support, we are successfully managing the readiness and capabilities of our aviation fleet.

To be sure, the fore-mentioned austere budgets have had an effect on our incredible workforce. Promotion rates for officers are at a ten year low. We have had to initiate and continue both the Career Retention Screening Panel (CRSP) and High Year Tenure (HYT) which have caused a level of hardship for some of our enlisted people. We must remember that demonstrated leadership is often as important as technical competency, particularly in the more senior officer and enlisted ranks. Part of the leadership dimension is preparedness for advancement when the opportunity presents itself. There is, however, a compelling upside. Through use of these human resource management tools, we have been able to create opportunity for youngsters coming up through the ranks where little existed before. Like anything in life, there is competition and it is an individual responsibility to prepare oneself to advance to the next level or face the possibility of being left behind. Fortunately, there will likely be measured growth in our budget over the next few years and our application of workforce management tools will be adjusted accordingly.

On reflection, there is an effort that has culminated over the past couple of years for which you should be particularly proud. In the period of about four years, we lost twenty aircrew and seven aircraft to Class A Mishaps. A scrub of causal and contributing factors in MAB reports did not reveal easily identifiable common factors. In 2009, the level of loss caused the Commandant to consider an independent, third-party look at our aviation community. In response, we banded together and embarked on self-analysis of our operations, training, doctrine, TTP, command and control and other aspects of our work. Through an exhaustive effort by many representatives from across our active duty and retired communities, in collaboration with other subject matter experts, we were able to identify ten critical factors that needed to be addressed. Most (hopefully all) of you are familiar with the results of the Aviation Safety Assessment & Action Plan (ASAAP) study and the following actions that were taken. In my judgment, the effort was a significant success. ASAAP, combined with a rewrite of our methodology for mishap investigation (AIM/MAB) to make them both more timely and effective, has put us in a better, safer place.

On 4 June 2014 at CGAS Traverse City, I will turn over the leather coat and helmet to RADM Jake Korn, the Seventh District Commander, after nearly thirty-eight years as a Coast Guard officer and aviator. I am certain that he will continue to be a strong advocate for our community in a leadership and mentoring role. We are blessed to be members of a great Service, one of the very best agencies in our Federal Government. As aviators, we are contributors to the success of the Coast Guard and its place in the minds of the American public. Our relevance must be earned every day, it is not our birthright. My challenge to each and every one of you is to aggressively pursue our missions, recognize and manage risk, strive for proficiency, expect professionalism, be safe and have fun! Keep the ball in the middle and your turns up; it doesn't get any better.

Semper Paratus!

Respectfully,
VADM John Currier
Vice Commandant
CG Aviator #1877
Ancient Albatross #23

2014 Ptero Roost Hotel and Registration Info

We'll be 'Roosting' at the Resort and Conference Center at Hyannis, 35 Scudder Ave., Hyannis, MA 02601 (508) 775-7775 from 18-21 September. The room rate will be $129 plus tax per night. Mention that you're with the Coast Guard Aviation Association group. The rate will be extended for two nights post gathering. Unfortunately, the hotel is sold out before our arrival date. If you desire to arrive earlier than 18 September, call the resort and they will let you know if any rooms have become available at our discounted price (cancellations from the previous event) or they will direct you to available alternative lodging in the local area. You can also request to be put on a 'wait list' at the resort for any rooms that may become available.

If your desired flight schedule permits, most locals find it much more convenient flying in and out of Providence (PVD) than Boston Logan (BOS).

The organizing committee is planning many exciting events. Following is a tentative lineup:

Thursday: Check-in and On Your Own (OYO)

Friday :

A. Collings Foundation Wings of Freedom Tour: B-17, B-24, P-51 at Barnstable Airport (trying for a special Ptero Tour)
B. 1000-1400 Whale Watching Boat Trip
C. CG Heritage Museum—In conjunction with Whale Watch or OYO
D. Stand-up Dinner/Reception

Saturday:

E. Golf tournament; 0800 Shotgun Start; at Resort
F. 1000-1400 Whale Watching Boat Trip
G. CG Heritage Museum—In conjunction with Whale Watch or OYO
H. Awards Banquet at Resort

Sunday:

I. 0900 Business Meeting at Resort
J. 1200 Clam Bake at Air Station Cape Cod

On Your Own (OYO) Possibilities:

1. Day trip to Plimoth Plantation/ Plymouth Rock/Mayflower www.plimoth.org
2. Day trip to Nantucket—Fly or Fast Ferry
3. Heritage Museum and Gardens in Sandwich www.heritagemuseumsandgardens.org
4. Hyannis Duck Boat Tours—Last about 45 minutes; boat in water half of time; carries about 24 passengers; if enough interest, will try to have boat pick-up at Resort
5. John F. Kennedy Hyannis Museum—397 Main Street, Hyannis
6. Cape Cod Baseball League Hall of Fame and Museum—Located inside the JFK Hyannis Museum
7. Hyannis Area Chamber of Commerce www.hyannischamber.com

Event prices and registration form will be in Pterogram 2-14.

'Prez Msg' from **2**

please let us know and we will add you to the list. I hope everyone is making plans to attend the Roost in September. The 2014 Roost will be held in Cape Cod and the Roost Committee is already making plans to top the recent DC Roost. It's gearing up to be a busy summer as we continue to have discussions around the Phoenix Project and the transition of new Enlisted Albatross as VADM Currier and Pete MacDougall join the retired side of the Pteros.

Fly Safe.

Steve Reynolds, Ptero 2863,
Life Member

VADM (Ret.) Crea, Aviator 1820, to be Guest Panelist

VADM Vivien Crea (Ret.), former Vice-Commandant and Ancient Albatross, will appear on the Naval Aviation Museum Foundation Symposium Panel "Women in Naval Aviation" at 0945 on Thursday, 8 May 2014. The Symposium will meet at The National Museum of Naval Aviation in Pensacola, FL.

CDR (Ret.) Bill Faulkenberry, Aviator 550, RIP

Bill Faulkenberry passed away in Sydney, Australia on February 13, 2014.

A funeral service was held in Sydney on February 17 and a memorial service was held at Christ Church Warwick in Warwick, Bermuda on March 8, 2014.

Further details were in a recent ALPTERO.

Condolences can be sent to: Vivian Faulkenberry, 6 Benvenue St., Maroubra, NSW 2035, AUSTRALIA

"Orange Flight Suit" By Ptero Tom Beard, Aviator 1104

A few years back, a friend invited me to accompany him on a Huey ferry-flight from Seattle to Anchorage. I dug through some old flight gear to wear on the trip and discovered an ancient, orange flight suit. Wearing it for this flight made sense until I considered the consequences of me walking out of the Canadian or Alaskan wilderness from a downed helicopter wearing an orange jump suit. The potential complications struck me—explaining why I was not an escaped prisoner. Instead, I wore Levi's and checkered shirt like the other pilots. Similar implications happened some 40 years before this flight to Alaska that doomed the very-short practical existence of the seemingly correct color, military flight suit.

The tale of the short history of the orange flight suit reported here is from personal recall based on my experiences and not, as perhaps it should be, based on recorded facts.

The Navy flight suit, until a half-century ago came in only one color, khaki, and in a non-stylish cut that resembled mechanics' overalls of the 1930's from which it presumably originated—but with an added cigarette-pack pocket on the left-hand sleeve. The cotton cloth was treated with a fire-retardant, starch-like finish that emitted a noxious odor and caused bare skin, where sweat leached the chemicals from the cloth, to itch. Instead of tossing the dirty flight suits in our own wash, we were instructed to exchange them for Navy cleaned and treated suits at 'Flight Gear Issue.' For the noted reasons, few ever did.

Wearing flight suits away from the flight line was always prohibited. Lockers were usually provided in the hangar area to facilitate this order. Some days, depending on a complicated schedule, might call for several switching of clothes to meet these cumbersome regulations.

Cleanliness was another problem. Flying up to four flights a day often six days a week in the back seat of an SNJ, T-34, or T-28 out of Whiting during the summer quickly rendered a flight suit odoriferously unbearable even to the wearer after a short time—maybe a reason for the flight-line restriction. For these reasons, most pilots washed their own flight suits disregarding the fire protection offered by the Navy.

The skipper of an attack squadron to which I was attached in the late 1950s wanted his troops to look sharper than what was possible with the ubiquitous khaki. He ordered all his pilots to dye their suits a Kelly green. This didn't work out too well. BOQ managers were strung out answering irate residents complaining about green skivvies after using the residents' washing machines. Wives, too, had similar complaints. Most of the clothing of pilots in this squadron appeared in various hues of Kelly green following the home-style dye jobs on their unique-colored flight suits.

A violent midair collision between two Whiting T-28s left a solo Marine student ejected from his aircraft and missing, lying somewhere in a farmer's field south of Brewton, Alabama. At the time, in 1962, I was a flight instructor in T-28s at North Whiting Field. The Marine's body lay undiscovered, dressed in the typical khaki flight suit, in a plowed field, for a couple of days—maybe more. The Marine Captain investigating the accident was livid over a situation that allowed a dirt-colored flight suit to impede discovery of the body. He was adamant in his formal recommendations and to all within his hearing at the time: all flight suits should be of a color astronauts were using. His arguments were effective. And surprisingly soon, our khaki colored flight suits disappeared and the replacement in the bright orange willingly accepted. Everyone felt good and we appeared pretty sharp looking, too. We looked almost like astronauts.

The shift to orange was swift and complete by the end of 1963. And only six months later in 1964, a new event occurred to destroy the existence of the new orange flight suit. I was deployed to Yankee Station off Vietnam with the air group in the aircraft carrier USS *Constellation*. All the carrier's pilots and aircrews were vividly decked out in orange. The bold color now offered us the advantage of being quickly spotted by our rescuers, as intended, if we were downed in the jungles of South East Asia. Unfortunately, the other side had the same thought. Immediately after our first aircraft went down in the jungles piloted by an orange-clad aviator, we learned that our opponents not only could locate pilots easier, but could also attract rescuers on crashes (or fake crashes), by draping one of their soldiers with Monk's saffron robes in a clearing, surrounded by a ring of firepower. The orange color now became the cheese in a trap.

This new awareness brought panic-time in the air group. We had nothing else to wear over our skivvies except orange or maybe dress blues or dress khakis. An order went out immediately for a company in Japan to manufacture camouflage flight suits. The shipment came swiftly—only days later. Japanese tailors, apparently, did not have or use standard body measurements. From the flight suits we received, they must have judged Americans sizes on what they viewed on movie screens. I am tall at a little over 6 feet 2 inches. The suit I got had sleeves and legs that were several inches longer than these extremities. My recall is, almost a foot! We all wore our new jungle suits initially with large roll-ups on both arms and legs until we got them scissored shorter. The cloth, apparently of a density for military field tents, was a nearly inflexible, medium-weight canvas. The air temperature was always 92 degrees that summer on the Gulf of Tonkin and, unfortunately, the plane I flew (E-1B) had no air-conditioning nor did we fly in cool air high up. Life in the cockpit was miserable just to be invisible from the enemy should we take an unscheduled stroll in the jungle.

I don't know what happened later—probably in early 1965—to these first camouflaged fight suits that replaced orange. We packed them up and sent them on to our relief air group when we departed Yankee Station. Shortly thereafter, the standard flight suit turned green, grey, or tan in color and the cloth to a comfortable Nomex. The style and cut took on an appearance that later allowed a nicer uniform look that might be worn, without disgracing the command, away from the flight line. And orange went to prisoners everywhere. Other fashion colors for flight crewmembers' flight suits came later, but not orange.

Today I fear for my personal security from the law if I should ever walk around outside in my old orange flight suit. Furthermore, the once loose-fitting garment is now a bit tight around the middle.

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

Coast Guard Sector North Bend

By LTJG Kevin Shanahan, Aviator 4433

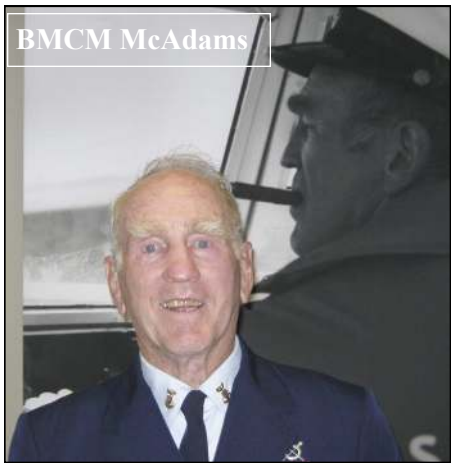
Ptero CAPT Mark Reynolds, Av. 2852, Sector North Bend Commander, cuts the ribbon dedicating Sector North Bend.

Miles of sloping dunes, endless acres of tall green forests, and chilly waters teaming with salmon, halibut, and crab have been a beacon to thousands over the years. Located on the cold, damp shores of the Pacific Coast stands the Coast Guard's newest Sector. Although Sector is a new title, the Coast Guard has been a part of the North Bend/Coos Bay area since the construction of Cape Arago Lighthouse in 1866. This partnership has continued to grow over the past 148 years to aid those that live, work, and explore the 220 miles of treacherous southern Oregon Coast. From the initial lighthouses to the lifesaving stations to the Air Station and Sector, the Coast Guard presence has adapted to meet the evolving needs of the community. Over the last two years, three notable developments have occurred at Sector North Bend to improve the CG's community involvement and lifesaving capabilities.

Cape Arago, an island two miles south of the Coos Bay bar, has been home to three lighthouses and one lifesaving station over a span of almost 150 years. Access to the property was a treacherous challenge for the early lighthouse keepers. Row boats, low bridges, and a cable tram were used to access the island, which lies 100 yards off of Gregory Point; all of which failed. In 1898, while the keeper, his daughter, and two other individuals were crossing to the island via cable tram, the cable parted and the passengers plummeted 60 feet to the rocks below. Luckily, all the passengers survived. To mitigate the challenges of accessing the property, the lifesaving station that was built on the island in 1878 was moved to a safer location in 1891. The cape was a guiding light for mariners until 2006 when the light was extinguished. After several years of inactivity, the CG had the privilege of returning this landmark to the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians. On August 3rd, 2013, Captain Mark Reynolds, Commander of Sector North Bend, signed over the property at a land transfer ceremony held next to the foundations of the old lifesaving station at Gregory Point. This event culminated years of hard work and collaboration between the Confederated Tribes, the CG, and local government to preserve the lighthouse and restore ownership of the culturally significant land to the native tribes.

Although the CG has been relieved of lighthouse upkeep duties on the Oregon coast, it has continued to evolve to meet the needs of our community. In 1968, Group Coos Bay was collocated with Station Coos Bay in Charleston, OR. Shortly after, the Group joined the newly built Air Station in 1974 to become Group/Air Station North Bend, located at Southwest Oregon Regional Airport. After almost 40 years, Group/Air Station North Bend was the final legacy Group in the CG to be transitioned to the CG's Sector model and became Sector North Bend on July 22, 2013. Because of the intricacies of Sector North Bend's AOR, Sector Columbia River maintains Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC), Officer in Charge Marine Inspections (OCMI) and Federal On-Scene Coordinator (FOSC), while Sector North Bend continues its responsibility as Search and Rescue Mission Coordinator (SMC).

Along with the new unit name came a new building addition to the Sector. This new facilities engineering and rescue swimmer building was dedicated to a legend in the small boat community, Master Chief Boatswain's Mate Thomas D. McAdams. BMCM McAdams joined the CG in Seattle, WA on December 7th, 1950. He served the CG 26 years and retired while serving as the OIC of STA Yaquina Bay, Newport, OR. During BMCM McAdams's distinguished career, he served at many of the small boat stations in the Pacific Northwest, including the Motor Lifeboat School at Cape Disappointment, Ilwaco, WA. While stationed at Cape Disappointment, he literally wrote the textbook to be used to train future lifesavers. BMCM McAdams is one of the few people to receive both the Gold Life Saving Medal and the Coast Guard Medal in addition to many other personal and unit medals. In 1972, BMCM became the first Coast Guardsman to be issued the Coxswain Insignia by Admiral Chester R. Bender, the Commandant of the CG. Group/Air Station North Bend formally named the facility after Master Chief Petty Officer Thomas D. McAdams on July 19, 2012, in a ceremony attended by many senior leaders including Vice Admiral John P. Currier, Vice Commandant of the CG. Although the majority of the personnel at Sector North Bend work in support of aviation, it was fitting to name the new building that primarily supports those that take care of our facilities and small boats after this iconic figure.



While the CG continues to evolve to the ever shifting requirements of the maritime community, one thing remains the same. Mariners will continue to operate in the harsh Pacific Northwest waters. High seas, cold temperatures, low ceilings, and deteriorating visibility are the norm and these conditions make it extremely challenging for CG responders to render aid to those in need. Sector North Bend will continue to adapt to the needs of those we serve; upholding the traditions of the past, employing highly proficient duty crews, and standing a vigilant watch.

Coast Guard Aviation SRR Program; APO Grand Prairie, Texas

By Ptero Sperry Storm, Aviator 1111

1974 – Short Range Recovery (SRR) Program;

1979 - HH-65 Aircraft Program Office (APO) Established:

Notes: -The APO Grand Prairie article taken from the copyrighted Chronological History of Coast Guard Aviation 1915 – 2010, written and edited by CG Aviation Association (Pterodactyl) Historian John (Bear) Moseley, Aviator #743, was used as a baseline. The following corrected/expanded version is based on written input from VADM Howard Thorsen USCG (Ret), Aviator #776, RADM Robert Johanson USCG (Ret), Aviator #869, Capt Sperry Storm USCG (Ret), Aviator #1111, Capt Paul Garrity USCG (Ret), Aviator #1530, Cdr Dave Young USCG (Ret), Aviator #1161, Cdr Jim Szymanski USCG (Ret), Aviator #1399, CWO Richard Smallwood USCG (Ret), and Mr. George Lowe, Coast Guard Contracting Officer, (Ret). This version was assembled and edited by Capt Storm.

-Cdr Szymanski was the first designated HH-65A Aircraft Commander.

-Some portions of this paper are based on contemporaneous notes and the contributor's recollection of what took place, and are included for the sole purpose of historical perspective.

In the summer of 1974, recognizing that the venerable HH-52 fleet would require replacement in a few years, the Commandant established the 'SRR Aircraft Characteristics Board' (ACB). The members were: Capt Chuck Larkin, Cdr Howie Thorsen, Cdr Bob Watterson, Lcdr Don Aites, and Lcdr Pete Poulis. The ACB researched then-current small helos, including attending the Farnborough Air Show in England. After considering the historical performance of the H-52, the ACB developed a list of seventeen characteristics necessary to meet required mission performance, as follows:

1. Radius of action-150 nm; 30 minutes on station, with fuel reserve
2. Range-400 nm
3. Cruise speed-100 kts (min.)
4. Endurance-3.5 hours, plus reserve
5. Rescue capability-3 persons at max radius of action
6. Litter capacity-required
7. Rescue hoist-600 lb capacity
8. Passenger capacity-6
9. Power Plant-twin turbine engines
10. Operating environment-all weather maritime; semi-tropical to arctic
11. Flight controls-dual
12. Avionics-navigation/communication/detection
13. Size-operate from flight-deck equipped Coast Guard cutters; fit two in icebreaker hangars
14. Weight-10,000 lbs (max)
15. Shipboard maintainability-as required for program
16. Fueling-gravity and pressure
17. Cargo sling-2,000 lb capacity

Justification for each stand-alone item presented a challenge. After various efforts proved inadequate, the ACB concluded that several scenarios, based on actual HH-52 flights, would collectively justify all seventeen, in order to accomplish the missions.

During a briefing for the Commandant, Vice Commandant, and Chief of Operations in May, 1975, these characteristics were shown to be appropriate for one or more of the regular missions being flown, and all were immediately approved. Having a Commandant-approved list proved to be greatly beneficial during the steps leading to the acquisition process, when attempts were made to add additional requirements, the proposer would be informed that any additions would require approval by the Commandant….and there were none.

In the summer of 1977, the go-ahead was given, and the SRR Source Selection Advisory Committee (SSAC) was formed, under then Capt Howie Thorsen, who was reporting for duty as G-EAE after graduating from The Industrial College of the Armed Forces. He was designated the SRR Project Officer and led a small team consisting of the following members: Cdr Jim Butler, Lcdr Dave Young, Lcdr Dave Jones, Lcdr Jim Szymanski, and CWO4 Lowell Andrews.

The first order of business was to draft the Request for Proposals (RFP). Acknowledging the magnitude of the task, and the lack of in-house expertise, the

CG requested the assistance of the Naval Air Systems Command (NAVAIR) not only for advice in preparing the RFP, but also to provide an independent evaluation of all candidate helicopters. With extraordinary cooperation and an eagerness to help, the most highly regarded civilian in NAVAIR, Mr. George Spangenberg, lent his personal support. A CG office was established in NAVAIR; a SRR 'Class Desk' formed, and the SRR Program was supported in the same manner as any Navy/Marine aviation acquisition program.

The RFP was issued in September of 1977 with a Coast Guard decision on the new helicopter planned for August of 1978. Offerors were required to have an actual flying, certified helicopter as a 'base' design. Three companies which responded to the request were: Textron Bell Helicopter, with a utility version of its Model 222; Sikorsky Aircraft, with a version of its S-76 Spirit; and Aerospatiale Helicopter Corporation (AHC), with a modified version of its SA365C.

Through NAVAIR, the Coast Guard worked with the U. S. Naval Air Test Center Patuxent River, Maryland (NATC) to conduct limited quantitative flight evaluations on the aircraft the bidders would make available. Additionally, the Coast Guard would conduct separate qualitative flight evaluations. Each aircraft was instrumented for a variety of flight/handling parameters and had assigned NATC and Coast Guard teams. The NATC evaluations were completed in 15 flight hours for each aircraft, and their reports suggested additional specification requirements. The Coast Guard teams conducted shorter qualitative evaluations of five flight hours each. The Coast Guard teams were: Bell 222, LCDR Don Wittschiebe; SA365C, LCDR Tom McLaughlin; S-76, LT Joel Thuma. LCDR Jim Szymanski and CWO2 John Reid participated in all Coast Guard flights of each aircraft. Capt Howie Thorsen and CDR Jim Butler flew each of the candidates, for familiarization purposes.

All three candidate aircraft were ultimately found to varying degrees to meet the RFP specifications. The S-76 was rated the overall best qualified machine (primarily because of its' large cabin space), the 365C handily met all requirements, while the 222 was marginal in several aspects. The long near-total experience and working relationship between the Coast Guard and Sikorsky Aircraft added to a feeling that the next SRR helo might continue to carry the Sikorsky brand.

The last step in the formal acquisition process would be the 'Best and Final' submission by each manufacturer, showing their final bid. Although it was a 'best value', not a 'low bidder wins' contract, price was assumed to be a heavily weighted factor- the other two being the candidate aircraft evaluation results and the established history of credible business practices by the manufacturer. The percentage weight of these three factors had been established by a Source Selection Advisory Board (SSAB) which had been established by the Secretary of Transportation in the approval of the acquisition process. The board consisted of three members: one from the Coast Guard (RADM Ben Stabile, Chief, Office of Engineering); one USN Rear Admiral from NAVAIR (RADM George E. Jessen, an experienced Naval Aviator with background as the S-3 aircraft Program Manager); and one civilian from the Department of Transportation. That board had met, early in the process, to determine the specific percentages to which each of the three factors would apply; they then sealed the result which would remain unknown and unannounced until after the final presentation of the evaluation results and the 'best and final letters' by the SSAC to the SSAB. Ultimately, after applying the weights, the SSAB ranking of the offers would be presented to the Designated Decision Authority (DDA)- the Deputy Secretary of Transportation.

The delivery of the Best and Final letters would mark the culmination of all the work and efforts of the SSAC, NAVAIR, and many others whose sole mission was to identify the best helicopter for future Coast Guard pilots and crewmen. The exact time and place for delivery of the letters was announced by the SRR Contracting Officer, Mr. A. J. Beard, several weeks before the date; late submittals would not be allowed. There was, understandably, great anticipation felt on the appointed date.

The Bell and Aerospatiale letters contained their final bid price. Sikorsky's letter had no pricing information; it merely stated that they were terminating participation in the SRR competition. The news of the withdrawal of Sikorsky was a shock, not only to the CG but to the aviation industry. The SRR program would be the largest Coast Guard aviation procurement to that date, considering not only the original delivery of 90 helicopters, but also the included spare parts and logistic support. The selection of the Coast Guard's future short range helo would be a major endorsement of the selected helo for many years, both nationally and internationally. On another history note, we later learned Pierre Marion, chairman of AHC and the Aerospatiale representative in Washington, D.C. was so impressed with the proposal, he directed Mr. Jake Benner, president of AHC, to reduce the proposal price by the one million dollars that had been reserved for contingencies. In so doing, the AHC price became just a few dollars less than the Bell price. Not that it would have made a difference in the final selection, but it removed almost anything that could have favored Bell.

The Sikorsky decision to withdraw was made at the last possible minute. The emissary who flew to Washington from Connecticut, that day had two letters in his suit coat, with orders to proceed to the lobby of the HQ building at Seventh Avenue and D Street. He was then to call Mr. Jerry Tobias, President of Sikorsky Aircraft, (at his office in Connecticut) who would instruct him which letter to submit. (The other letter was their Best and Final offer). Years later, we learned that the decision to withdraw was based on their business forecast of an expected large increase in off-shore drilling, worldwide; thus, a huge market for the S-76, which had been designed for the express purpose of carrying ten oil rig crew members to and from land (thus, the large cabin space). Anticipating a very large number of helos to be produced for the commercial market during the same years the Coast Guard required a significant delivery rate of the SRR; considering the capacity of the production line and the lesser margin of profit which was dictated by the SRR competition, the business case called for the withdrawal. (Unfortunately for Sikorsky, the expected boom in offshore drilling did not materialize for many years.) Both remaining competitors' helos had been evaluated as acceptable, so the acquisition process could proceed.

With all acquisition activity com-

pleted, the SSAB was briefed by the SSAC, and the briefing for the Deputy Secretary of Transportation (DDA) was scheduled for 14 June 1979. The briefing material was prepared; to be presented by Mr. Spangenberg, as the most knowledgeable acquisition person involved. On that date, with members of the SSAC and SSAB assembled, word was received that the DDA was running late and he would have only ten minutes available for the briefing. A quick shuffle of the PowerPoint slides by Mr. Spangenberg, and he was ready when the DDA arrived. The briefing went without a hitch, the SSAB affirmed their findings, and the session was ended without any indication by the DDA, which aircraft would be selected for contract award.

Later that afternoon, the Department released the news that Aerospatiale had been awarded the contract. Everyone felt a huge relief that our job was completed and the best available helo had been selected.

The SSAC was disbanded. Every member, with one exception, was under orders to a new assignment, most affiliated with the SRR Aircraft Program Office (APO). Cdr Jim Butler went to command Air Station Port Angeles and Capt. Howie Thorsen continued his duties as Chief of Aeronautical Engineering, with the SRR project now underway and expected to be much less time consuming. The only remaining task was, as requested, to brief Bell Helicopter on the results of the evaluation of their candidate without releasing the evaluation results for either of the other two helos. Howie gave the briefing two weeks later, and the only comment from the Bell group was that they thought the Coast Guard had been generous in evaluating several areas of performance.

Within a few weeks, Bell filed a protest with the GAO and filed suit in Federal District Court, seeking to block any Coast Guard action to proceed under the terms of the contract. In a rather short time, GAO ruled in the Coast Guard's favor. The lawsuit would not be settled in the near term, but there was no delay or change by the Coast Guard in proceeding to acquire the helicopters.

Despite the fact that this was a 'best value', not 'low bid', contract, Bell's lawsuit was aimed at disqualification of the Aerospatiale bid. The basis for the challenge by Bell was that the Aerospatiale-offered helo did not meet the provisions of the Buy America Act; thus, the determination of the 'effective' pricing had not, accordingly, been raised and incorporated for consideration of the final bid. The operative term is 'domestic end product'. Was a sufficient part of the total cost of the helicopter being purchased considered to be an American product (either produced or assembled in the USA), therefore, a domestic end product, so the provisions of the Buy America Act would not apply?

The Coast Guard was assigned a lawyer from the Justice Department, and the Bell suit was adjudicated in the Federal District Court in the District of Columbia. The relationship between Capt Thorsen and the Department of Justice (DOJ) attorney was not smooth, with infrequent communications the norm. Howie was expected to drop his other responsibilities (he was also the project officer for the Falcon acquisition, there was an APO in Little Rock for the Falcon program, and FAA certification of the Garrett ATF3-6 engine was not going well, not to mention the normal EAE business involving current aircraft), and provide information to meet an about-to-occur deadline. Months would pass, with no activity; then, on very short notice, 24 hours or less, a legal statement or explanation of specifications or processes would have to be prepared and presented to the court. After more than 12 months, oral arguments were heard in District Court of the District of Columbia on 8 May 1980. The judge, Joyce Hens Green, ruled in favor of the Coast Guard on 30 May, and the last challenge to the SRR contract ended. Eighteen days later, Howie departed for his next assignment, and Captain Bob Johanson soon assumed the position of G-EAE.

The Coast Guard contract specifications reflected very ambitious schedules. The Helicopter was to be U.S. FAA certified under Part 27, which had to be coordinated with the French FAA (DGAC). Each airframe was assembled for initial certification purposes at Aerospatiale Division Helicopter (A/DH) in France using certain 'slave' equipment such as engines, main gear box and other equipment supplied by AHC in Texas. After it was flown in France to satisfy A/DH and DGAC, it was partially disassembled for shipment and the 'slave' equipment removed to be used on each subsequent airframe.

The airframe, a derivative of the basic Sud Aviation SA 365A, was considered a new airframe and thus required a Type Certificate (TC). The Lycoming LTS-101 engine, replacing the AS365 Turbomeca Arriel engine, was a tried and true power source for many fixed wing airplanes, but was also new to the helo and thus needed its own TC. The AHC aircraft, now designated SA366G, was considerably smaller than the HH-52 it was to replace and space for all equipment was at a premium. The CG provided an avionics specification detailing the capabilities and, in many cases, the exact equipment to be used. The helicopter was to be certified for single-pilot IFR flight and be the first helicopter so certified with a four-axis autopilot.

The Aircraft Program Office (APO) for the SRR contract was established soon after the contract was awarded in 1979. Cdr Dave Young was the original Commanding Officer. Subsequent CO's were Cdr Don Wittschiebe, Cdr Sperry Storm, and Cdr Bud Tardiff. The APO was structured like the first Coast Guard APO in Little Rock, Arkansas for the MRS HU-25 Falcon program. The APO provided support for administering the contract with a civilian Contracting Officer, Mr. George Lowe and clerical staff, in addition to pilots and aircrew personnel. Like other APO's, the organization was similar to that found at Coast Guard Air Stations, (CO, XO, OPS, EO, ADMIN) with an independent Contracting Officer reporting separately to the Headquarters Acquisition Staff. The APO performed the duties of the Contracting Officer's Technical Representative (COTR); therefore, all correspondence and formal communication with Contractors was done through the Contracting Officer.

AHC's original facilities were located at the Vought Helicopter Corporation which operated for a short period as a licensee of A/DH. In 1979, AHC built its own plant facilities in Grand Prairie, Texas. The APO was provided dedicated space. The assigned personnel were involved from the beginning, attending not only the formal program reviews but visiting A/DH in France, Lycoming in Williamsport, Pa, Rockwell Collins in Cedar Rapids, Iowa, the FAA lead region for helicopter certification in Ft. Worth, TX, and the FAA Lead Region for Engine Certification in Boston, MA..

The formal reviews consisted of a post award meeting, a Preliminary Design Review, Critical Design Review, and monthly program/progress reviews.

In an effort to gain early CG approval of the proposed configuration, AHC fabricated a full-sized mockup for use at the Critical Design Review. The cockpit was fairly well designed and was modified by inputs received during reviews at Rockwell Collins and the Preliminary Design Review. In addition, various equipment such as a litter, rescue basket, trail line, float lights and pumps were utilized to allow crew members to work through the necessary cabin operation scenarios. The interface between the hoist operator and his various controls received considerable input that was incorporated into the final configuration. The use of the mockup enabled the contractor and major vendors to rapidly move out with prototype builds. Three Helicopters were used in flight tests. Two were flown to obtain DGAC certification in France and then through reciprocity the U. S. FAA certification. The third was used in the United States to prove the avionics installation. Eventually, all three were flown out of Grand Prairie.

As the program progressed in accordance with the Contract, APO personnel became involved in component development, testing, and conformity to specification as the aircraft went down the production line. As required by the Contract, the APO conducted acceptance inspections and acceptance flights. The APO was responsible for developing maintenance procedures using data that was deliverable under the Contract. Additionally, the APO took the lead in managing the minimum stocking list for the initial spares for each Air Station before they became operational. Management of the initial training of maintenance personnel provided at the Grand Prairie facility under the Contract by AHC was handled by the APO.

During test and acceptance, many major and minor problems were identified by the APO and eventually corrected by AHC before acceptance. Among those that were found to be non-specification compliant in the early production aircraft were the following:

-The aircraft could not meet the minimum required in-hover sideward flight maneuvers.

-Engine compressor stalls in snow.

-Insufficient avionics cooling.

-Lack of interchangeability of parts between aircraft.

-Radar Altimeter cycling in coupled hover over water.

The correction of these problems as well as others was not without contractual dispute, which resulted in claims, and counter-claims, which subsequently resulted in a negotiated settlement, which included tradeoffs for an increase from 90 to 96 delivered helicopters, adjustments to delivery schedules as well as costs for improvements required to meet the specifications. The first of 96 HH-65's was accepted for service by the Coast Guard on 14 November, 1984.

During production and acceptance, the APO remained on site, and a separate office known as the Special Projects Office, consisting of government attorneys, and selected technical staff, led initially by Cdr Don Wittschiebe, were located nearby. This was done in order to litigate without interfering with day to day APO and AHC operations. The original civilian Contracting Officer, Mr. George Lowe was also a part of this group.

The APO remained in place until after the acceptance of the last aircraft in 1989.

The major fault following the aircraft into operation was the engine. A combination of an aircraft with a basic gross weight almost 600 pounds heavier than predicted in the specification and the LTS 101-750 engine, whose longevity was compromised by poor manufacturing tolerances and component material problems, resulted in an underpowered aircraft.

Separate from other contract issues, the Coast Guard began investigating engine performance deficiencies and had contemplated a contract claim against AHC as prime contractor. However, before the claim was fully defined, reduced to writing and in final format, an employee of AHC filed a 'whistle blower' Qui Tam suit against Lycoming. As a result of this action, the U. S. Department of Justice (DOJ) assumed the lead for all engine related problems, with the Coast Guard providing the technical expertise at negotiations.

This lawsuit had little to nothing to do with the engine performance, but instead was based on the delivery of engines with improperly manufactured components with metallurgical defects, and deficient documentation. Although the prototype LTS-101 750 A1 engines performed flawlessly during all FAA certification tests, as witnessed by USCG, FAA and Lycoming representatives, the production version of the engine had performance problems because of metallurgical problems with internal engine component materials compounded by an inability to maintain very tight manufacturing tolerances during mass production. As a result, the delivered engines had minimal performance margins, which were depleted in a matter of tens of hours rather than hundreds or thousands of hours.

A powerful argument in the Qui Tam suit was Coast Guard evidence that the engine gas producer (GP) turbine blades were 'unwrapping', that is changing the angle of incidence to the gas flow path when exposed to normal operating temperatures. This caused the efficiency of the GP Turbine to decrease as the blades unwrapped. Since the USCG Aircraft Repair & Supply Center (AR&SC) was re-blading GP modules, they had a collection of over 1500 GP blades. The AR&SC team measured the angle of incidence of each removed blade, recorded the time installed for each blade, and graphed the blade unwrap verses time. This data provided a predictable correlation between GP blade operating hours and amount of blade unwrap. The greater the unwrap, the less efficient the GP blade, and thus the GP module, became. Lycoming made an argument about the confidence factor of the sample, but when explained in court that the data came from the entire population rather than a sample, the judge agreed that the confidence factor of the data was 100%. This was a major factor in the government's case.

Another factor was that the Power Turbine (PT) Wheel, a blisk with the wheel and blades cast as a single unit, experienced cracks at the blade to turbine wheel interface because of unequal cooling during manufacture, causing PT blades to separate during operation, resulting in engine failures. This defect was very easy to prove, and added another big bonus to the government's claim for compensation.

DOJ assigned a very junior attorney to pursue this case, who was a very quick study concerning the technical issues involved, and whose passion and energy

were significant factors in the success of this litigation, which resulted in a six year Power by the Hour Overhaul and Service Agreement to be provided to the Coast Guard by Lycoming and a monetary settlement to the U. S. Government of $17M. The final action on the 'whistle blower' Qui Tam suit resulted in the largest Qui Tam settlement recorded at the time.

The LTS 101-750 engine was eventually replaced by the more powerful Turbomeca Arriel 2C2-CG and the HH-65 underwent a service life extension and became the Multi-Mission Cutter Helo.

Summary of HH-65 Helicopter Models

HH-65A

Initial USCG version, powered by two 734 shp (547 kW) LTS101-750-B-2 turbo shafts and with an 8,900 lb (4,000 kg) M.T.O.W.

HH-65B

Avionics upgrade undertaken on a portion of the fleet. Retrofit included a Night Vision Goggle (NVG) compatible integrated flight management avionics suite consisting of two GPS-embedded CDU-900G control display units and two MFD-255 multifunction flat panel displays. The HH-65B upgrade was undertaken at the Coast Guard's Aircraft Repair and Supply Center (ARSC) in Elizabeth City, NC, with the first aircraft rolling-off the programmed depot maintenance (PDM) line in March 2001.

HH-65C

HH-65A/B upgraded with new 934 shp (696 kW) Arriel 2C2-CG engines that provide 40% more power and higher performance, plus an upgraded tail gearbox, long-nose avionics compartment, increased 9,480 lb (4,300 kg) MTOW, expanded lateral flight envelope and Vehicle and Engine Multifunction Display (VEMD) with First Limit Indicator (FLI). First retrofit completed in October 2004.

MH-65C

Initially intended only for use by the Multi-Mission Cutter Helicopter (MCH), a further enhancement of the HH-65C within the USCG Deepwater effort, includes a 10-blade low-noise Fenestron, relocated avionics, and an airborne use of force package (in common with that of the modernized HH-60T) will provide the capability to fire warning and disabling shots from the air. The MH-65C designation is now also applied to HH-65Cs used in 'airborne use of force' missions, such as the Helicopter Interdiction Tactical Squadron (HITRON) mission taken-up by the MH-65C in early 2008. The HITRON aircraft are armed with the Barrett M107CQ 12.7 mm anti-materiel rifle and M240G 7.62 mm machine gun. Note: The 10-blade tail rotor was not unique to the MH-65C change. The addition of the 10-blade tail rotor became a necessity due to the obsolescence of the older tail rotor blades.

MH-65D

MH-65C with an upgraded flight navigation system common to Department of Defense helicopters. The first production MH-65D was completed on January 20, 2011 and is fitted with a Honeywell HG7502 radar altimeter, two Honeywell H-764G EGI's (embedded GPS/inertial navigation systems) and two control display units CDU-7000D from Rockwell Collins. All H-65s will be upgraded to MH-65D standard with a target completion date of 2015.

MH-65E

The MH-65E will incorporate upgrades that will modernize the cockpit by installing digital 'glass' cockpit instruments, known as the Common Avionics Architecture System (CAAS), similar to those installed in the CG's upgraded MH -60T Jayhawk Medium Range Recovery (MRR) helos. The Echo upgrade will also replace the legacy analog automatic flight control with a digital system, and installing a digital weather radar system. The MH-65E model is expected to begin to be delivered to the fleet in FY 2015.

The CG is planning projects to extend the useful life of the HH-65 until 2027.

'AirSta Savannah' from **3**

RADM John H. Korn, CCGD7, also addressed the audience at AirSta Savannah's 50th anniversary commemoration ceremony. (USCG photo by PO3 Anthony L. Soto)

CG HU-16E Artifact Restored/Preserved by Aviation High School

HU-16E CGNR 1267 at AirSta Sangley Point in 1969.

On 12 December, a dedication ceremony occurred at the George T. Baker Aviation High School in Miami. Ptero CAPT Rick Kenin, D7 Chief of Staff, Aviator 2594, gave brief remarks to commemorate the work completed by GTB students in rehabbing an historical CG aircraft. They saved and completely restored the nose section of what is believed to be HU-16E 1267 found on Watson Island that was bound for the scrap heap. Besides saving a piece of CG history, they also gained professional skills in aviation metalwork while completing the project. The enthusiasm displayed by Baker students in researching a CG aircraft to model and restore the nose section to CG specs and the CG member involvement from AirSta Miami in mentoring and training the students during the project were commendable .

Ptero Historian 'Bear' Moseley, Aviator 743, reports that CG 1267 was Grumman number 180 built for USCG -- delivered 9/20/52 and later converted to a UF-2G (HU-16E).

In 1957 - 1959, CG 1267 was at CGAS Port Angeles -- Ptero George Seaman, Aviator 732, flew it during this period.

In 1959 - 1960, CGAS Kodiak -- Ptero Don Vaughn, Aviator 547, flew it.

In 1965, 1267 was at CGAS Barbers Point (no aviator listed in report).

In 1968-1969, CG 1267 was at CGAS Sangley Point -- Ptero Sperry Storm, Aviator 1111, flew it.

2014-2015 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 Aircrewmen 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 Aircrewmen and Marine Corps Combat Aircrewmen 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 Aircrew man 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:
  - have graduated from high school (a 3.2 GPA is desired); and,
  - 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:
  - 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 2014 *[Your CGAA contributes $1K annually to this very worthy cause...Ed*]

LONG HOURS - COAST GUARD AVIATION
St. Petersburg CGAS, Florida 1948

By Ptero Ted A. Morris, P-2163, Lt. Col., USAF, Retired

[Excerpted with permission from his book 'Life Guard-In His Own Words.' See more of Ted's CG Rescue stories at www.zianet.com/tmorris...Ed]

During the period between World War II and the Korean War, civilian workers in the United States were perfecting what was to become the standard 40-hour work week. Those years I was in military service, initially with the US CG and later the USAF. Neither service had much conception, ever, of a 40-hour week, especially in my career field, aircraft maintenance. To prove the point, I would like to describe a normal duty/work week in 1948 when I was assigned to CG Air Station, St. Petersburg, FL.

At CGAS St. Petersburg, the normal week began on Monday morning at 0800 hours with a muster of all personnel. Air Station compliment was only about one hundred commissioned and enlisted personnel. Most were aviation ratings: machinist mate, radioman, ordnanceman, parachute rigger, metalsmith. Non-aviation rates included cook, yeoman, storekeeper and boatswain mate. The aircraft we operated were two PBM-5 Mariners, three PBY-5A Catalinas, one JRF-5 Goose and two J4F-2 Widgeons. There were also all sorts of motor vehicles. In addition, there was a 30-foot aircraft crash boat, a 38-foot picket boat and an 83-Foot patrol boat.

Personnel were divided into three equally manned sections (I, II and III).

This morning muster began a three week duty rotation cycle. Following this daily muster, everyone "turned to" and went about their normal assigned duties. This week, Section I was designated the "duty" section and Section II the "stand-by" section for Monday. At 1700 hours, Sections II & III were granted varying degrees of liberty and were free to "go ashore". In the event an emergency occurred (something more than the duty section could handle without augmentation), the stand-by duty section, Section II, would be recalled back "aboard". Section III was on relatively unrestricted liberty until the next morning 0800 muster.

After 1700 hours, the duty section (Section I) would complete any unfinished maintenance and perform "evening operations". This meant the launch and recovery of one of the smaller aircraft (JRF-5 or J4F-2) which conducted a two hour offshore flying patrol looking for any potential emergencies such as a disabled pleasure or fishing boat, or swimmers who had over-extended themselves too far from shore, often on an air mat-

tress. To these people, this precautionary patrol quite often proved the difference between being a survivor or becoming a missing person.

The duty section provided the security and fire protection "watches" during the 1700 to 0800 hours of the duty period and any other of the many additional tasks needed to keep the Air Station Functioning 24 hours a day. There was no other specially assigned group to perform these numerous duties.

For Section I, the day ended at 2200 hours with various duty section personnel assuming watch duties, including the security and Fire protection patrols and the 24-hour a day radio monitoring and listening watch.

The following day (Tuesday) began at 0600 hours. Section I, still the duty section, would preflight the "ready alert" rescue aircraft (normally one of the PBM-5 and one of the PBY-5A aircraft). At 0800 hours, all three sections mustered again and everyone then went to their normal duties. Section II became the duty section and Section III the stand-by duty section. At 1700 hours, Section I (after 33 continuous hours of work, watches and duty) would begin a relatively unrestricted 15 hour liberty until the Wednesday 0800 hour muster. Then Section III became the duty section and Section I became the stand-by duty section. This rotation of duty went on seven days a week, 365 days a year.

For Section I, the duty/work hours from Monday 0800 muster through Saturday 0800 muster totaled seventy-five hours:
Monday and Thursday - 2 days X 24 duty/work hours
plus
Tuesday, Wednesday and Friday - 3 days X 9 work hours.

Everyone got an equal opportunity! Section II worked those duty/work hours the second week of the cycle. The following week, Section III did its share. But wait! Saturday and Sunday have to be accounted for!

At 0800 hours Saturday, the off-going duty section (Section II) and the on-coming duty section (Section III) would muster. Section II then began an unrestricted 24 hour liberty until 0800 hours Sunday morning when it became the stand-by duty section. (On Saturday and Sunday only the on-coming and off-going duty sections need be at the Air Station to muster. The section assuming stand-by duty automatically began its restricted liberty period.)

The Saturday duty section, Section III, then took care of any jobs that needed to be done. Other than the previously mentioned watches, there was no routine maintenance scheduled unless more than one aircraft was out of commission. In such case, it was necessary to work until the accepted in-commission rate was met.

At 0800 hours Sunday, Section I reported for muster as the duty section. Section III began unrestricted liberty until 0800 hours Monday. Section II automatically became the stand-by duty section. Sunday's routine paralleled Saturday's.

By the time Monday's 0800 muster occurred and all sections met to start a new week, an additional 24 hour duty/work day (Sunday duty) had been added to Section I's previous 75 hours. A grand total of 99 duty/work hours for the seven-day week. When subtracted from the 168 hours available in a week, 69 hours were left for our man in Section I, provided he was not needed on one of his stand-by duty days. Sections II and III each had the same opportunity for long hours during the three week cycle: Two weeks with 99 hours, and one week with 75 duty/work hours.

Stand-by duty could be just as demanding, eating up the 69, or 93, hours of free time each man had for himself. It worked this way: during the duty section's 1700 to 0800 hours weekdays and all day Saturday or Sunday, Air Station operations might receive an emergency call. The source might be local law enforcement agencies; a ship or aircraft in distress or reported missing by shore authorities; a frantic call about someone who had gone for a pleasure cruise and had not returned as scheduled; a fishing boat with a sick or injured crew member needing medical assistance. In other words, anyone in need of Coast Guard assistance on the sea in an emergency.

If the emergency required the launch of one or more of the CG aircraft, the 38-foot picket boat, or 83-foot patrol boat, the stand-by duty section was recalled to replace the duty section personnel responding to the emergency. During the years I served in the Coast Guard this happened at least once a week!

In addition to our primary duties, each ship and station had a "Watch, Station and Quarters' Bill". This translated to a lengthy list outlining the specific duty each man was to perform during a "situation." For example: on an aircraft search and rescue (SAR) mission, you could be an aircrew member or a member of the ground or beaching crew assisting in launching or recovering the aircraft. Or, during a Fire emergency, you could be the asbestos suit man or fireman on the fire truck. These duties were in addition to your primary duties. Every conceivable contingency was covered.

I was an Aviation Machinist Mate Second Class (AMM2/AD2) assigned to Section I, and had at least three major aviation related jobs assigned as primary duties. I was an aircrew member Flying as a flight engineer on regularly scheduled training flights, emergency "mercy missions", and search and rescue (SAR) missions. SAR missions could last From 8-10 hours and might continue for several days.

I was a ground maintenance mechanic for scheduled and unscheduled aircraft inspections and maintenance. My primary "primary" job was to operate the one-man spark plug shop.

As an aircrew Flight engineer, I was responsible for the operation of the engines and aircraft systems, such as the hydraulic and electrical systems. In flight, to insure safe operating limits, I managed the fuel consumption, the proper power settings for engine operation, and constantly monitored the engines and related systems. When our mission was to locate a missing vessel, aircraft or survivor in the sea or on land, I was an extra set of eyes in the search. When the mission required an open sea landing, often in rough waters, I operated the auxiliary power unit (APU) and bilge pump to insure the aircraft remained sea and air worthy. I would aid in taking survivors on board and administering First aid. It was always a demanding job.

Whenever an aircraft amassed 30 hours of flying time, it was necessary that the aircraft undergo a scheduled maintenance. The 30-hour time period was cumulative: 30, 60, 90, up through 240 hours. Each time period required more systems to be inspected and maintenance on them be performed. At 240 hours flying time, the cycle would begin over again.

For example, at 30 hours, maintenance required that: - all oil and fuel systems'

strainers be removed and cleaned; - fuel, oil and hydraulic hose lines be checked for damage and properly secured; - propeller blades be filed free of nicks and other damage caused by salt water abrasions;

- landing gear wheels and brakes be removed and cleaned to remove corrosion;
- wheel bearings be repacked and reinstalled;
- the entire aircraft be washed to prevent corrosion caused by salt water emersion.

Those were just a few of many required tasks to be performed.

At the 240 flying hour period, in addition to those functions performed during each of the other maintenance periods, it was necessary to:

- reset valve clearances;
- replace all spark plugs (also required at 60, 120, and 180 hour periods);
- reset magneto timing;
- replace many hoses;
- check instrument settings and operation;
- check of proper tension for control cables.

The list was extensive and many hours were required to accomplish these tasks.

Unscheduled maintenance could occur at any time in order to fix broken aircraft parts, starters, generators, fuel and oil lines, cylinders that needed replacement. Each aircraft had lots of working parts, many with short life spans.

My primary job was to operate the one-man spark plug shop. In today's world of turbine aircraft engines, it is difficult to imagine a spark plug shop, but it was an important part of the piston engine world of yesterday. Each piston driven aircraft engine cylinder used two spark plugs. Our PBM-5's had two 18-cylinder R-2800 Double Wasp engines requiring 72 plugs.. The PBY-5A's two 14-cylinder R-1830 Twin Wasp engines needed 56 plugs. The JRF-5's two 9-cylinder R-985 Wasp Jrs. used 36 plugs, while 24 plugs served the smaller J4F-2's two 6-cylinder V-440 Ranger inline engines. Multiplying the total number of aircraft assigned at CGAS St. Petersburg by the number of cylinders, the spark plug requirements amounted to 396 installed plugs, with an equal number available in the "ready locker" as instant replacements. Spark plugs were also maintained for all the motor vehicles, ground power equipment and power boats we possessed.

Aircraft engine spark plugs were larger and more complex than "small" motor plugs. They were in 3 to 5 parts. Before a spark plug was installed in the aircraft engine, it had to be disassembled and inspected. Broken or worn parts were replaced and the plug cleaned, then reassembled. The proper gap was then set on each of the electrodes. (There were 3 or 4 electrode gaps per plug.) To ensure the spark plugs would fire and operate properly when installed into the engine, they were pressure tested on a special machine. The plugs were then placed in the heated ready locker until the time they would be needed.

Aircraft engines were voracious consumers of spark plugs. Engines that became over heated or were operated too cool, or fuel mixtures that were too rich or too lean, all had adverse effects causing spark plugs to burn out or become Fouled. Often it was necessary to replace all engine plugs to correct ignition problems that might have developed between the scheduled 60-hour replacement. The salt water environment in which CG aircraft operated took a heavy toll on all of the aircraft and engine parts.

You have been introduced to several of the requirements necessary to operate a CG Air Station twenty-four hours a day, and how personnel were utilized to meet those requirements. Mostly we have discussed the Monday through Friday operations. But, remember, we said the operations continued seven days a week throughout the 365-day year. Let me take you on a "Sunday With The Duty". I am sure you will note that none of these specific jobs this Sunday involved aircraft, but they were the responsibility of the U.S. Coast Guard.

On the "Watch, Quarter, and Station Bill," I was assigned as a coxswain for the 38-foot picket boat for "situations" requiring its use. This was a very sturdy, wooden hulled, 38 foot long boat with a 225 hp gasoline engine. It had been developed during the 1930's to patrol against and capture of "Rum Runners" during the "Prohibition Wars", and was designed primarily for use in inland and coastal waters. The coxswain was the primary operator. He had to be both a seaman skilled in small boat handling (especially in rough water and in emergency type conditions) and motor machinist. He was also charged to be a law enforcement officer should the occasion require him to exercise that function on the navigable and ocean waters of the United States. The boats were the primary job for Boatswain Mates. Only one BM was assigned to CGAS St. Pete, however, and he was in another section.

On a "Sunday With The Duty" in late 1948, there was to be a sail boat race from the St. Petersburg Yacht Club to Egmont Key, an island off the entrance to Tampa Bay. After a picnic on the island, the boats would return later that afternoon. We were to patrol the race and render any assistance needed. So, instead of standing the Sunday morning 0800 muster, a radioman and I prepared the picket boat and were at the race starting line at 0800 hours.

As the race started, we followed the two dozen sail boats and action started almost at once. Two sail boats collided and capsized. We assisted the crews in righting the boats. No one had been injured. With no apparent damage to either boat, they elected to rejoin the race and everyone was on their way.

After seeing all the boats safely to Egmont Key and not having been invited to the picnic, we began our return to the Air Station. Just underway, we spotted a man treading water in the deep water ship channel! As we approached to offer assistance, he shouted that his power boat had run aground about a mile away, close to the mangrove swamp that formed the shore line. We picked up the swimmer and went to his boat. As we eased our picket boat in close to his power boat, the swimmer took to the water with a tow line which he secured to his vessel. Applying power, we were able to pull his boat free and into deep water. When we asked what he was doing in the ship channel, he replied that he had seen us go by on our way out with the race and decided to swim out to await our return and assistance! After this small adventure we returned to the Air Station to top off the fuel tanks and get something to eat.

Our next duty that day was to recover a dead body! In 1948, the Sunshine Skyway Bridge joining St. Petersburg with Bradenton/Sarasota had not yet been built. The means of crossing the entrance to Tampa Bay was by way of the Pinellas County Ferry. On one of the ferry crossings that Sunday someone reported seeing a body floating on the water's surface. Once again we got un-

derway in our picket boat. Reaching the reported area, we began a search. We did not locate a human body. We found, instead, the badly decomposed carcass of a large animal. We assumed it had been dumped, for some unknown reason, from one of the large ships making its way to or from the Port of Tampa. Radioing the Air Station to notify the county sanitation department to take care of the "body", we then towed the carcass to the St. Pete side of the Ferry route.

It was now late afternoon, and we were ordered to proceed to Egmont Key to escort the sail boat race back to the Yacht Club marina. This escort proceeded without incident.

Returning to the Air Station, the tanks were once again refueled to the top so that the picket boat would always depart on a mission with full tanks. We were again dispatched by CGAS Operations Center, this time to tow a disabled pleasure boat with six people on board back to the marina. Locating the disabled craft and towing it to the marina took several hours. It was dark when we reached our destination.

As we prepared to depart the marina, an eight year old boy came onto the dock asking for our help. He had gone ashore from his parents' pleasure boat, moored across the marina from us, while his parents were absent. Upon returning, he said, he found the boat's lights were out. Insisting the lights were on when he left, and thinking someone was on the boat, he was afraid to go on board.

Taking a CO-2 fire extinguisher as my only weapon, I went around the marina to help the boy. The radioman requested the Air Station to notify the city police to assist. Going aboard the moored boat, I could locate no one and turned on the lights for the boy. About this time the police arrived, taking over the responsibility for joining the boy with his parents.

Before we left the marina for the last time that day, I asked the young boy why he had come all the way around the marina to ask for our help rather than someone else. He explained that his father told him if he ever needed help, that anyone on a boat like our distinctive USCG marked picket boat would help him. That simple statement made my whole tour of duty worth the effort.

Now, at nearly 2200 hours on our "Sunday Duty" night, we returned to the Air Station to refuel once more and hopefully secure the picket boat for the day. But our duty wasn't over. Operations had received a report that distress flares had been seen off Gadsden Point, near MacDill Air Force Base. Once more, we were dispatched.

Arriving at the reported area, we set up a widening search pattern in the dark. After about 45 minutes into the search we located a pleasure boat with two Air Force sergeants. The boat, its engine disabled, had drifted onto a shoal and was hard aground. One of the men had gotten into the water in an attempt to push the boat off, but his efforts were unsuccessful and his companion had not been able to get him back into the boat. He had been seriously cut by barnacles and was suffering from salt water immersion.

The radioman and I successfully got the man out of the water and into the picket boat. We then towed their boat free of the shoal and delivered both boat and men to the MacDill AFB boat dock where the injured sergeant could get medical assistance.

Our Sunday "duty" day was now nearly over as we once more arrived at the Air Station, refueled and secured the picket boat. It had not been an unusual Sunday. It was 0400 hours Monday morning. We were almost glad that next week Section II would have Sunday with the duty.

In a period of less than 24 hours we had provided assistance to 16 persons and five pleasure craft. I believe the tax payer got his money's worth that day.

The CG may have changed how it operates the duty section rotation, but it still has many of the same responsibilities plus numerous new ones. I'll wager the individual Coast Guardsman still works the same long hours to ensure all these responsibilities are each discharged with the same pride and professionalism with which they have always been.

As a final note, that Sunday was one of my last with the duty in the Coast Guard. Several weeks after his rescue, the Air Force sergeant we'd hauled from the water took the time to come to the Air Station and thank us personally. He was in charge of the MacDill Air Force Base Recruiting/Reenlistment Office, and made me an offer that seemed, at the time, too good to refuse.

That December, when my enlistment expired, after nearly five years in the Coast Guard, I left to spend the next twenty-five years in the Air Force.

The grass was as brown on that side of the fence . . .

'ED' from **2** full membership.

Be responsible for initiating the annual requests for corporate support contributions to the Association , and, following -up, as appropriate.

Select appropriate committee members and recommend review of Hall of Honor nominee submissions on behalf of the President.

Supervise arrangements for Ancient Albatross/Enlisted Ancient Albatross ceremonies on behalf of President and Executive Board.

Act as a standing member of the annual convention - known as the Roost - planning committee.

Be the CGAA official representative to the CG Foundation, Association of Naval Aviation, Naval Helicopter Association, Naval Aviation Museum Foundation, and other professional aviation organizations, as directed by the president.

Recently, Ray Miller & Ben Stoppe talked Ptero "shop" over lunch at the Bluegrass Grill in Charlottesville, VA. After their meal, they did what any worthy Ptero would do - they looked over a recent issue of our fine publication.

Regarding his new position, Ray said 'Your confidence is appreciated. I am well-qualified at signing checks, but in the interest of full disclosure (after the fact, of course) you need to know that I haven't balanced a checkbook in thirty years. But no worries: my dear wife has graciously agreed to be the Deputy Asst. Ptero Treasurer. Retrieving mail from the PO box I can probably handle without an RQ course and maybe even solo - if I can find that key Ben gave me. Seriously, it is my pleasure to serve as Ben's copilot. I shall do so faithfully and to the best of my ability.'

Mail Call! **This issue's mail is brought to you by the RG-8A "Condor" Schweitzer Motor Glider that served at Air Station Miami in the late 1980's. The RG-8A was developed by the U.S. Air Force under a "black" procurement program in 1986. It was a derivative of the Schweitzer motor-glider and was engineered and used to perform covert surveillance missions. Mission versatility was designed into the aircraft. The CG acquired three of these aircraft in 1988. They were used for drug interdiction, locating illegal immigrants, documenting fisheries violations and detecting the pollution of oceans and rivers.**

Pterogram Appreciation

I just wanted to drop you a note concerning the Pterogram. I have really enjoyed reviewing it over the years, and the stories are wonderful to read.

As someone who was in the rescue business with the 129th Rescue Wing, at Moffett Field, CA, supporting Sector San Francisco, that focus on rescue activities continues on for the foreseeable future with my time in the USCG Auxiliary. Old dogs can learn new tricks.

Great magazine, great stories!

Ptero Arthur M. Hardee, P-3100, LtCOL, USAFR (Ret.), USCG Auxiliary, D11NR

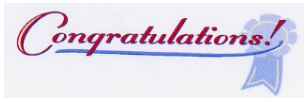
Foreign Pterogram Sighting

Pteros Beth Young (#3228) and Carmen Bazzano (#2902). "Having visited Carmen's hometown of Floridia, Sicily, I finally understand him!"

Ptero 'Wings' Son

There is no moniker like "Ancient Albatross" for the most senior still-flying aviator, but I am very happy to still be that guy. I wanted to share a bit of news - as aviator # 2407, I had the honor to be a guest speaker at the NAS Whiting Field winging ceremony on Dec. 13 overseeing the pinning on wings of the CG's newest designated aviator (#4495). As a bonus, #4495 is my son, Wes. I was very happy to join the long line of father-son Coast Guard aviators. Wes is reporting to North Bend in January and begins his MH-65D transition on 21 April. I am retiring on June 23 in Astoria.

Ptero Bruce Jones, Aviator 2407



P5M-2G Model in Works

The attached photo shows progress on my 12 ft wingspan RC/museum model. It is ready for engines, final skin on the fuselage, primer and silver paint. It will be accurate down to panel lines and insignia. The navigation lights are already installed. I plan to fly it off the lake at my house and then donate it to the National CG Museum for display. For display, it will be sitting on beaching gear.

Ptero Bob Workman, Aviator 914

Cosmic Air Reunion Upcoming

We will hold our 55th annual CG Air (AKA "Cosmic Airlines") reunion on 18 – 20 May, 2014. The event will be held at the Grand Sierra Resort & Casino, Sparks NV. We have blocked rooms for May 18 – 20 at $84.75 per night for regular rooms, and $118.65 per night for rooms with fridges and microwaves. These prices include the taxes and resort fees. There is an on site RV Park, and pet room are available. For further information and to obtain a signup sheet contact Roger Schmidt at rogngina@sbcglobal.net. Put "Cosmic Air" in the heading box so I can dig it out of the spam if that's where it might go.

Ptero Roger Schmidt, P-2729

[See 'Mail' on P. 19]

Aviation Technical Training Center Honor Graduates

The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are late-2013 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

Honor Graduate	Assignment	Honor Graduate	Assignment
AST3 Christopher A. Lynch	Atlantic City	AST3 Tyler N. Poole	New Orleans

Newly Designated Aviators

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

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
4484 Scott D. Handlin	Sacramento	4485 Levi S. Rusch	Astoria
4486 Timothy G. Nicolet	San Diego	4487 Andrew M. Stec	Clearwater
4488 Tucker D. Rodeffer	Barbers Point	4489 Lauren R. Honenberger	Detroit
4490 Trent A. Meyers	Savannah	4491 Nicholas C. Vlasak	Traverse City
4492 Robert D. Jones	Elizabeth City	4493 Daniel R. Hilburn	San Francisco
4494 Daniel J. Seymour	Clearwater	4495 Wesley C. Jones	North Bend
4496 Christopher C. Clark	Elizabeth City	4497 John K. Fleischli	Miami

Remembering the Fallen
By PO1 Thomas McKenzie

CO, CAPT Doug Nash, addresses the assembly as XO, CDR Stefanie Lincoln, & AMT2 Kirsten Grigonis, the only family member to attend the ceremony, look on.

On Tuesday, October, 29, 2013, CG Air Station Sacramento held a remembrance ceremony to honor the flight crews of CG C-130 1705, and Vengeance 38, a Marine Corps AH-IW Cobra attack helicopter. Both crews perished in a mid-air collision off the coast of San Diego on the night of October 29, 2009.

"The next day was so awful, just so surreal," said Lt. Israel Young, Av. 3821. "All I could think about was seeing Che (a fellow pilot) walk out to the plane. I'd just landed from a training flight and he was saying, 'Hope you have a short flight, man! He just laughed and started to put his gear on the plane. It was the last time I would see him," said Young." I think of all of them often."

Ptero CAPT Douglas Nash, Av. 2862, AirSta CO, addressed his crew with a touching tribute to the fallen, focusing on the lessons learned since the accident: "Because of our shipmates who gave their lives in the line of duty, we have become a safer and more effective organization. We now have night vision capabilities in our aircraft, improved coordination with our multi-agency partners, improved de-confliction of shared airspace, and an increased awareness of the responsibility to see and avoid other traffic. We have also learned the important lesson that planning for the unthinkable, by the simple act of having a will, updating our beneficiary paperwork, or having powers of attorney in place, are sometimes the best things we can do for our families." The names of each of the fallen crew members were then read aloud followed by a moment of silence in their honor.

Young said that his heart was eased by participating in the anniversary memorial at the station this year. "The day started out overcast and gloomy," said Young. "As CAPT Nash delivered his remarks, the sun began to peek through. And when the names of my seven friends were read and the bell rang in the silence, the sun finally revealed itself completely." The bronze memorial of the 1705 radiated gold from the light and Young was reminded of where the lost now reside.

The ceremony ended with Nash reminding his crew "to hold the memory of these heroes forever in our hearts."

Dues are tax deductible

CG Aviation Association Multi-mission Form

Apply for or *Renew* Membership / *Update* Data / *Order Stuff*

❑ New Member ❑ Renewal ❑ Update Information ❑ Ordering Items

Name _____Rank/Rate_____

Address:_____

City:_____State____Zip_____

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

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

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

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

Sign me up for:

❑ Life Membership $ **250** (includes a Ptero Pin)

❑ Annual Membership $ **30** (*Active Duty* **$15**)

❑ Ptero Ball Cap $ 20 (includes postage)

❑ Chronological History of CG Aviation 1915-2010 CD $10

❑ CGAA/Ptero Circular Stick-on Decals $1 each/3 for $2

❑ Book: 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. $30.00 Shipped

❑ Current Ptero Patch, 4 inch $8 Old Ptero Patch $7

☐ CG Aviator/Aircrew/RS Pennants $25ea. (includes postage)

☐ Ptero Challenge Coin $10ea, 2 for $18, 3 for $25 (includes postage)

☐ Ptero Bumper Stickers $3 each/2 for $5

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

Feb2014 **Please make copies of this form and pass it on.**

Total Enclosed:

$

Please check all below that apply:

❑ CG Active ❑ CG Retired

❑ CG Reserve ❑ Former CG(not ret)

❑ CG Auxiliary ❑ Other Supporter

……

❑ CG Aviator *(Data if known:)*

Designation Nr:_____Date: _____

Helo Nr: _____Date: _____

……..

❑ CG Aircrew ❑ CG Flight Surgeon

❑ Exchange Pilot

Service_____ Country_____

CG dates served:

_____ to _____

……

❑ Other:_____

❑ Please send me how-to-help info!

***MAIL TO*:**

The CG Aviation Association

P.O. Box 940,

Troy, VA 22974

Who's the Oldest Living CG Aviator?

Similar to what the Navy does in 'Wings of Gold,' one of our almost-ancient CG aviators suggested that we compile a list of the oldest living CG aviators/Pterodactyls. Several candidates come to mind:

Ptero Stu Graham, Av. 114, age 96

Ptero Francis Shelton, Av. 178, age __

Ptero Warren Mitchell, Av. 243, age 94

Ptero Dick Wohlgemuth, Av. 264, age __

If you're older than Stu Graham, or know of any CG aviator still around that's older than Stu, please let me know who it is and his date of birth. Also, if your aviator number is less than 600, please let me know by 1 June who you are, your Av. #, and your date of birth. My notification info is on the lower left of Page 2. We'll publish the list in the Pterogram...Ed

What's Happening Out There???

We always feature one or two Air Stations in each issue of the Pterogram. However, Coast Guard Aviation Association members always enjoy reading a good story about something interesting that recently happened at your Air Station. It could be about a special ceremony for something, a special visitor, presentation of awards, adoption of a mascot, a change of command, etc.

Air Station CO's/Public Affairs Officers are encouraged to publicize their unit by submitting articles (like the one on P. 18 from Sacramento) with pictures (in jpeg format with the people in the pictures identified from left to right and, if appropriate, their aviator numbers) to me for publication in the next issue of the Pterogram as space permits. My notification info is on the lower left of Page 2...Ed

'**Mail**' from **17**

Grumman Book Available

Grumman J4F "Widgeon"

Your readers may be interested to know that Fred Knight's book "The Grumman Amphibians - Goose, Widgeon & Mallard" is now available from www.air-britain.co.uk . The book gives full details of JRF and J4F aircraft operated by the USCG. Worth a look.

Best wishes.

Fred J. Knight

fredjknight@tiscali.co.uk

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

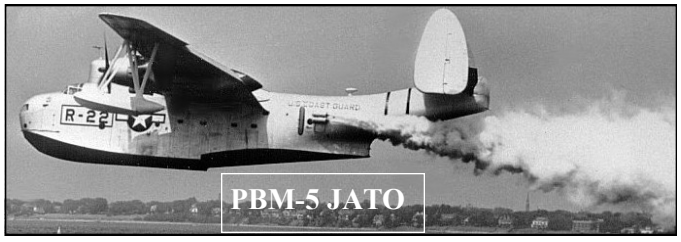
Address Service Requested

AirSta Savannah Celebrates 50th Anniversary Pg. 3

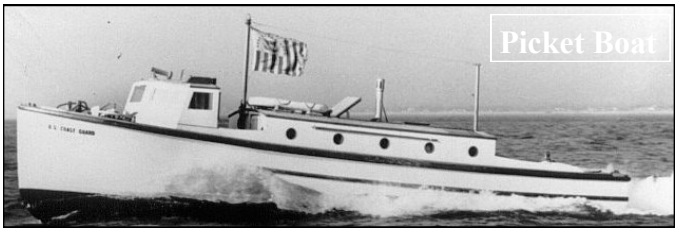
Sector North Bend Pg. 7

MAIL Pg. 17

LONG HOURS—COAST GUARD AVIATION
St. Petersburg CGAS Florida, 1948 Pg. 13



PBM-5 JATO



Picket Boat

Ptero Ted Allan Morris in 1946

THAT'S NOT ALL !!