



PTEROGRAM

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The Ancient Order of the Pterodactyl

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

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Pthirty-seventh Annual Ptero 'Roost' Just Over the Horizon



Our 37th annual convention honoring Air Station Washington and Air Station Atlantic City from 26-29 September at the Fairview Park Marriott Hotel (same site as the 2007 roost) is rapidly approaching. The hotel is located at 3111 Fairview Park Drive (just off I-495 and US 50 east) in Falls Church, Virginia 22042. Our group is booked under "Pterodactyl Roost" for \$99/night plus tax. That rate is available from 24 thru 30 September. Parking is free. Reservations can be made by calling the hotel at **1-800-228-9290** or on line at <http://www.marriott.com/hotels/travel/wasfp-fairview-park-marriott/> ; the Group Code to type in the "Group Code" box is **AOPAOPA**. **The CUTOFF DATE for hotel reservations is 6:00 P.M., Friday 30 August.** The web-site has all you care to know about the hotel and its amenities.

The committee has developed an agenda packed with highly relevant Professional Discourse sessions, excursions, and other roost events to make you glad you attended. We hope to see you there. Please see page 10 for the schedule, excursion details, and the registration form. **The DEADLINE for registration is 6 September.**

DUES CURRENT ? — *Please CHECK YOUR MAILING LABEL*

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS June 2013, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website

<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 2863 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: I hope the summer is going well for all the active duty folks PCS'ing, those who aren't moving and are picking up the slack at the air stations, and for the rest of retirees! We are deep into planning for this fall's roost here in DC and it is shaping up to be one of the most interesting and relevant roosts for both active duty and the retirees. Please take the time to review all the activities and get signed up before the events fill up. Anne Stoppe has negotiated some great hotel rates so call early before those rates disappear.

This year we are planning on live streaming for the professional discourse events for Air Stations and Pteros who can't make it to the roost. We're hopeful that all you CO's will let your units take the time to participate and watch the panels which include segments on risk, the arctic, and significant SAR cases. We're expecting a large presence from the Coast Guard senior leadership and this will be a great opportunity to hear first-hand about the future of the Coast Guard.

We're also still looking for volunteers to fill some of the executive vice president positions [see *four vacancies to the left...Ed*]. If you have a desire to help move the organization forward, please consider volunteering. We are looking forward to another busy year and hope that you can start making plans to attend the 2013 DC Roost! Fly safe!

Steve Reynolds, Ptero 2863, Life Member

Taps

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

Herbert H. "Hy" Mulvany, 637, 1/19/13

Gerrett W. Gregory, P-2735, 4/12/13

Knox L. Rhine, P-3229, 4/13/13

Babs Wrighter, (wife of Ptero Mike Wrighter, 1436) 6/5/13

Beth Keane (wife of Ptero Tom Keane, 1059) 6/18/13

ATCM Thomas Mulford, 6/18/13

Loren Seeger, 46, 3/19/13

Final Log Entry for Gerrett W. Gregory, P-2735, By Larry Gregory

Gerrett W. Gregory passed away on April 12, 2013 in Sacramento, CA, at the age of 94. He was born in Henderson, New York November 29, 1918. He grew up through the Depression - the youngest son of six. His mother died when Gerrett was just 7. Through these very tough times and situations, Gerrett matured to become a complex, devoted, and loving father and friend. He was one of the last of the CG Life Saving Station Surfmens - an early iteration of military rescue swimmers. He served with distinction and honor with CG from 1938 till 1958. During World War II, he served in both the Atlantic and the Pacific areas of operation. When Gerrett retired, he was the highest ranking enlisted officer in the US Coast Guard.

He made a permanent home in Chula Vista where he worked for Rohr Corporation as an Industrial Engineer. He was an inquisitive soul and always was looking for problems to solve. He was an accomplished inventor and a seeker of knowledge. He was a poet and a writer. He fiercely loved his family and doted on his dogs. He was an aviator extraordinaire and flying was his love and his life outside of family. He is survived by his wife of 70 years, Helen Pruitt Gregory, 4 children (Jill Gregory Joseph, Garry Gregory, Larry Gregory, and Barbara Gregory). 5 grandchildren, and 7 great grandchildren. In lieu of flowers, donations may be made to the Coast Guard Mutual Assistance organization in his name.

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Pteros Inducted into CG Academy 'Hall of Heroes'



2013 'Hall of Heroes' Honorees: CDR William F. McMeekin, USCG (Ret.), Class of 1982 (L), CAPT Paul A. Langlois, USCG (Ret.), Class of 1976, CAPT Gerald L. Underwood, USCG (Ret.), Class of 1966, CDR Richard W. Walton, USCG (Ret.), Class of 1965, CAPT Kenneth W. Thompson, USCG (Ret.), Class of 1964, CDR John S. Davis, USCG (Ret.), Class of 1961, Mr. Frank Riley, son of CAPT Francis X. Riley, USCG (Ret.), Class of 1943, Mr. Joseph Emerson, son of CAPT Robert E. Emerson, USCG (Ret.), Class of 1943, CDR James Sylvester, USCG (Ret.), Class of 1971, President of CG Academy Alumni Association, representing Captain William K. Earle, USCG (Ret.), Class of 1940, ADM Robert Kramek, USCG (Ret.), Class of 1961, representing RADM Stephen H. Evans, USCG (Ret.), Class of 1927. CG photos by PA3 Diana Honings.

On 26 April 2013, Pteros Paul Langlois, aviator 1954 and Jeff Davis, aviator 1003, were inducted into the CG Academy 'Hall of Heroes.'

Paul received the Distinguished Flying Cross for his daring rescue on the night of Feb. 12, 1997, while serving as aircraft commander of an HH-65A helo. He was sent to rescue two people from the sailing vessel Gale Runner that was taking on water in a gale south of the Quillayute River, off the Washington Coast. He flew more than 85 miles on instruments alone, aided only by radar and his co-pilot's night vision goggles. While en route to the distressed vessel, he was diverted to search for a Coast Guard motor lifeboat, which also had been dispatched to assist Gale Runner. Communication with the motor boat had ceased and it was feared that the vessel also was in distress.

After a search for the motor boat, Langlois was again diverted to rescue those aboard Gale Runner, which was in immediate danger of going on the rocks. Contending with 40- to 50-knot winds, 30-foot seas and the rocks, he twice positioned the helicopter over the heaving and rolling sailboat to hoist the victims

safely. The three people aboard the CG motor lifeboat, however, perished.



CG Academy Superintendent RADM Sandra Stosz presents Hall of Hero inductee Capt. Paul Langlois with a plaque during an induction ceremony held at the CG Academy in New London, Conn., April 26, 2013.

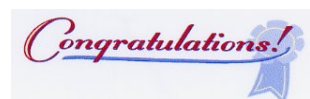
Jeff received the Navy and Marine Corps Medal for heroism while serving as a pilot of HU-16E CGNR 2131 on 19 April 1968, when he landed in the semi-

protected waters between Panay and Catanduanes Islands, Republic of the Philippines to evacuate the Executive Officer of the USS MAURY (ACS 16). Upon departure, the doctor on board the aircraft specified that the flight should proceed at the minimum altitude possible due to the critical intestinal block of the Executive Officer. This was accomplished through a hazardous unfamiliar mountain range by utilizing the river valleys and gullies. His superior demonstration of professionalism and airmanship, resulted in the possible saving of a life and were in keeping with the highest traditions of the United States Naval Service.



CG Academy Superintendent RADM Sandra Stosz presents Hall of Hero inductee Cmdr. John S. Davis with a plaque during an induction ceremony held at the CG Academy in New London, Conn., April 26, 2013.

CDR William F. McMeekin, aviator 2400, Class of 1982, also was inducted. He received the Distinguished Flying Cross for rescuing dozens of people during Hurricane Katrina. McMeekin flew through treacherous weather conditions to hoist people from flood zones, high-rise buildings and rooftops.



Air Station Kodiak AST1 Receives GEICO Military Service Award



GEICO CEO Tony Nicely (L), VADM John Currier, the vice commandant, AST1 Claude Morrissey, his wife Elizabeth Morrissey and Master Chief Petty Officer of the CG Michael Leavitt at the GEICO Military Service Awards dinner in Washington, D.C., April 29, 2013. CG photo by PO2 Patrick Kelley.

AST1 Claude Morrissey received the 2012 GEICO Military Service Award for outstanding service to the civilian and military communities in Kodiak at a ceremony in Washington, D.C. on 29 April. Morrissey was one of six military members, from different branches of the armed forces, being recognized for the contributions they made to their local civilian and military communities.

three emergencies with the Women's Bay Volunteer Fire Department. While on duty, Morrissey flew more than 150 flight hours and was directly responsible for saving six lives in 2012. Moreover, he served as an incident critical stress management counselor and ground safety equipment instructor for 363 personnel at Air Station Kodiak.

In the community of Kodiak, Morrissey, an aviation survival technician at Coast Guard Air Station Kodiak, served as a volunteer firefighter and paramedic during 2012 and responded to

Morrissey also looked out for his shipmates by serving as a designated driver and personally ensuring 45 colleagues arrived home safely in 2012. He also served as a Coast Guard Drug and Alcohol Abuse Prevention program representative at the unit and worked to educate his shipmates about the program and inform them about helpful resources available to them. Morrissey also drew on personal experience about the harsh winter time environment in Kodiak and taught classes to co-workers about the importance of proper chainsaw safety and operation.

Claude has a big heart, and he's helped a lot of Coast Guard members overcome the difficult situations and challenges they've encountered, said Chief Petty Officer Charles Fowler, the survival shop supervisor at Air Station Kodiak.



Memorial 5K Race Honors Memory of CG 6535 Crash Victim LTJG Thomas Cameron



On February 28, 2012 the lives of so many people were changed with the crash of the CG-6535 in Mobile Bay, Alabama during a training mission. Lt. Commander Dale Taylor, LTJG Thomas Cameron, Petty Officer 3rd Class Andrew Knight and Chief Petty Officer Fernando Jorge were all killed in the crash. These men were called to serve and they died doing exactly what they loved. Sitting on a dock in Eastern Shore, Alabama praying for the safe return and rescue of the crew, Glen Hill

spent an entire night watching the lights flicker around what would be identified as the crash site.

As the CG Memorial was being planned, Glen couldn't be settled. Immediately he was determined to turn this tragedy into something positive. He wasn't sure what or how, but he knew that Thomas had plans of greatness and to allow that to cease would be unjust. For the previous two years Glen had gained Thomas' friendship while Thomas was attending Flight School at NAS Whiting Field. Thomas was no ordinary man. He was extraordinary in so many ways. Everyone he knew fell deeply in love with his smile, his humor and his mission to have as much fun as possible at everything he did.

It was during the memorial service that Admiral Papp challenged the mourners to continue the legacy these men had created. The words spoke to Glen. He knew Thomas was extremely athletic and competitive while he also was deeply concerned for people. After a few weeks, Glen joined with the Boys &

Girls Club of Santa Rosa to coordinate the Red Brick Road Thomas Cameron Memorial 5K in Milton, Florida. The event was a huge success. On June 2, 2012 with 452 runners and waves of volunteers, the event was able to raise and donate more than \$10,000 to the Boys & Girls Club of Santa Rosa. Thomas would have been pleased as he was a member of the Boys & girls Club of Portland as a child.

This foundation was established by Glen Hill with the support of Paul & Pam Kilmartin, owners of the Blackwater Bistro. Paul, Pam and Glen considered Thomas a dear friend. John & Betty Cameron, Thomas' parents, and Alex Cameron, Thomas' brother, attended the 2012 5K. Alex was the Overall Male Winner. John and Betty both ran the race.

The 2013 race was held on 1 June. For more info on the Thomas Cameron Memorial Foundation, please see <http://www.runlivehonor.com>.



HITRON—Force From Above

By Alton K. Marsh

[Re-printed with permission from the December, 2012 issue of Aircraft Owners' and Pilots' Association (AOPA) Magazine...Ed]



Photography by Chris Rose

With only a sliver of the moon showing on September 17, 2012, the drug boat zoomed through the darkness carrying 60-pound bales of cocaine—2,460 pounds in all. Above it the crew of a CG MH-65 helo tracked its movement with the aid of night-vision goggles, flying only 50 feet above the darkened sea. Like the boat, its lights were off.

Approaching the target from behind, the three-member crew identified it as described to them by the Drug Enforcement Administration and U.S. Customs and Border Protection. An admiral a thousand or more miles away was contacted for permission to use force—and the game was on. The gunner opened the door and installed an M240 machine gun and a 31-pound Barrett M107 .50-caliber sniper rifle on canvas straps that cushion the guns from the vibration of the helo.

As the helo drew alongside, the noise of its twin engines masked by the boat's multiple outboard motors, the checklist called for turning on a flashing blue light beneath the helicopter and illuminating the CG logo on the tail. The blue light identified the helo as law enforcement. A call was made on marine VHF channel 16 to stop, but the boat continued.

It was time to stitch the sea.

Stitching sprays a line of 7.62-millimeter, copper-clad, full-metal-jacket rounds in front of the go-fast boat—every fifth round is a tracer. In one continuous burst the gun is raised and lowered three times, like a garden hose watering plants. As is typical, the boat crew ignored the bullets, continuing on in the knowledge that the drug cartel might kill their families if they dump the drugs too early. On one intercept, a boat crewmember was seen talking on a satel-

lite phone, leading CG officials to assume that he was calling the cartel. That's not what happened this time.

Out came the M107, custom designed for military operations by Tennessee manufacturer Ronnie Barrett. A sighting system picked out the closest of the boat's motors

and a round was released from the muzzle, easily finding its target; all four crewmen jumped into the sea, not wishing to see a second engine explode. The CG never fires on the crew unless it appears a weapon will be raised in the direction of the helicopter. "We've had them pick them up, raise them above their heads, and throw them into the water. They do it very slowly," said a gunner who asked not to be identified.

When the cutter arrived, the crewmen—clutching CG life preservers—and their \$10 million cargo were brought aboard. There was no effort to save the boat. "They become artificial reefs," said CDR Rich Hancock, the operations officer for the Helicopter Interdiction Tactical Squadron (HITRON) in Jacksonville, Florida.

Worst mission ever

Missions aren't always that easy. Often the boat is rolling in heavy seas, while winds batter the helo and spray blocks the gunner's view of the engines. A gunner recalled his worst flight ever. His name also is withheld.

"It was December 2011, and the fast-boat was 90 miles away. There was a cutter between us and the boat, so we stopped to refuel and went on to interdict. Coming back we were only 65 miles from our ship and decided to bypass the cutter [where they had refueled].

"We were 15 miles out when a thunderstorm popped up with strong downdrafts, and we could either go around it or pass through it. We were low on fuel and went through the edge of it. The downdrafts were rocking the helo. That's the first time I got off the helo and kissed the deck," the gunner said.

Flying across a horizonless sea at night, even with night vision goggles, requires strong instrument skills. "The instrument skill required...it doesn't get any harder," Hancock said. "We fly the helo completely out of trim. We do flat turns around the boat. We don't want to get the rotor arc into the line of fire."

"It's the most challenging mission I've ever flown," said HITRON CO Capt. Donna L. Cottrell. When pilots rotate out of HITRON, they often get their first choice of assignments, a pilot said.

In August and September of 2012 there were six fast-boat chases involving post-mission landings on cutters that were in six-foot swells and at their maximum pitch and roll limits. In one case, a CG helo flew backwards 35-75 feet above the sea at night to keep contact with an evasive boat, yawing and sliding around turns to keep the weapons on the target.

Ready to sign up?

Here's how to make it to HITRON. "Go to high school, get good grades; go to college, get good grades again; and apply for officer candidate school. Or you can go to the academy right out of high school," Cottrell said.

"When you come out of the academy or officer candidate school, you have to get selected for flight school. More likely, you'll go to a ship for a couple of years. You'll go to [U.S.] Navy flight school, which is a year and a half at Pensacola [FL]. After that you'll go to a regular air station—like New Orleans, Savannah, Detroit, Los Angeles—doing search and rescue. You'll be a co-pilot first and later an aircraft commander. After that you can apply for HITRON," she said.

At HITRON training follows the same routine, first with co-pilot duties, then mission commander, then as an instructor training the approximately 15 new pilots HITRON needs each year.

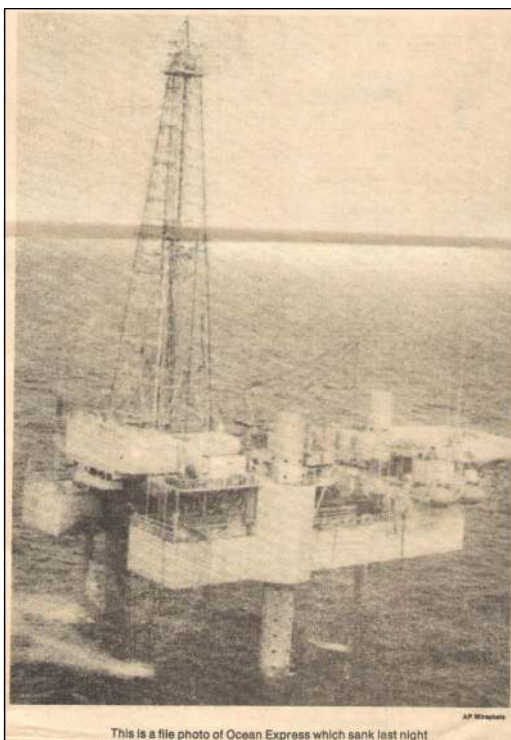
Even the training can be difficult. The MH-65 "...can be extremely unforgiving," Hancock said. "It is more difficult in the hover than the MH-60," Cottrell said. "It doesn't have the same power margin."

Once you make it, you may one night hear your gunner say, "Over deck, clear down," and feel relief as a probe on the bottom of the helo locks into a waffle-shaped steel plate filled with holes on the deck. Perhaps you'll want to kiss the deck occasionally.



‘Ocean Express’ By Ptero Tom Beard, Aviator 1104

Coast Guard helicopter crews constantly engage in dramatic rescues usually with deeds far beyond description by words. Of the hundreds of these events, few are even noticed except by those involved. To capture all the astonishing deeds carried out by Coast Guard aircrews would fill books; to tell one account and exclude all others is choosing the best among all one’s children. The performance by the participants in this story mirrors similar deeds by hundreds of others that daily go out into harm’s way to offer what help they can to save even one life. To illustrate:



Ocean Express, an unusual ocean going vessel, was in reality a movable offshore oil-drilling rig, in the form of a barge nearly 200 feet long and over 100 feet wide. It had three legs — steel columns or tubes — twelve feet in diameter. With the legs jacked down in the rig’s working position, their feet, and an attached lower-platform connecting them, rested on the seabed. Underway, towed by tugs, this lower platform was raised to eighty feet below the surface and the main platform floated, becoming an enormous barge with the legs towering nearly 240 feet above the sea’s surface. Centered on the platform and rising between these three giant tubes was the drilling derrick. Buildings on the barge’s deck provided offices and accommoda-

tion spaces for the 33 crewmembers working and living aboard.

Ptero John Lewis, aviator 1140, related years later that, “What happened that night in April 1976, wrote a new chapter in offshore rescue — a chapter so complex” it was years before a “CG Board of inquiry pieced together the story.” Lewis flew with two others in his crew in a Sikorsky HH-52A, Seaguard, helicopter from Corpus Christi, TX, into a storm in the Gulf of Mexico. While en route to the barge’s location, he was “pleased to hear from the bargemaster that the entire crew had gotten away in [survival] capsules.” It was a bad night for flying. It was a very bad night on the Gulf of Mexico waters.

The unexpected storm brought hurricane force winds. High winds were already battering the Naval Air station in Corpus Christi where Lewis, the senior duty officer at the CG air station, had all the aircraft brought into the hangar for protection. Gusts drumming the large hangar doors gave hints to the flight crews of promises for a night ahead. Shortly after 8 p.m., Lewis received a report that a floating drilling platform with 50 people on board was sinking in the Gulf. He had a choice between aircraft. He could fly the twin-engine amphibian, Grumman HU-16E Albatross, which could offer no assistance directly or the single-engine amphibian helo, Sikorsky HH-52A Seaguard, with limited abilities for this situation. Under ideal conditions Lewis might expect to take ten survivors aboard the helo at one time.

He elected to fly the helo and started for the scene in the storm. Conditions were already so severe in Corpus Christi that the Naval Air Station aircraft control tower operators abandoned the tower and closed the field.

Soon after, a Navy helo following Lewis turned back when its pilots, buffeted and battered by the storm’s viciousness, saw the sea’s condition they might encounter in a rescue attempt. For them, this was a hopeless situation.

As the storm began, three tugs were pulling the elevated rig along the Texas coast at three knots against the building southerly winds when one tug lost power. Sixty-knot winds twisted the rig around; the crippled tug was unable to hold. Next, a tow cable from a second

tug parted. The storm intensified in the tempest-darkened night. Waves smashed over the now out-of-control barge, sweeping the deck as the ungainly craft wobbled and lurched, adrift in roiling seas no longer restrained by tugs.

Stacks of drill pipes on the barge deck broke loose; the 363-ton derrick became detached at the base and began sliding. Foreseen by the bargemaster and crew was that unleashed weights moving to one side would soon capsize the barge in the still-building tempest. Their fears were shortly realized when the wallowing mass began to tilt. Accompanying tugs were unable to move in to assist or retrieve the barge crew. They had to get off without help.

The crew abandoned ship in two capsule-like lifeboats once a radio distress-call went out. The bargemaster, however, unexpectedly remained on board, and with the lifeboats gone, there was no escape for him. Lewis discovered the captain’s plight when he arrived overhead, 54 miles out in the Gulf — instead of the expected 20 miles — and confirmed he was talking to *Ocean Express*’ captain, who was using a hand-held radio. He then spotted the bargemaster clinging to the outer edge of the now tilted, helicopter landing-platform. Lewis was no longer only a witness to a maritime casualty, but instantly he realized he and his crew were the sole means available to save a man’s life.

The sight, Lewis recalls, of the floundering rig as he flew near, “...was nightmarish.” “It was like a movie set — all lights were on as it was being pummeled in huge waves.” “I could see two orange capsules (containing the crew) beneath looking like they were in a washing machine.” Seas were rolling over the barge. The *Ocean Express*’s helicopter landing-platform was upwind or at the forward edge of the barge deck and tilting upwards at an unusable 20 to 25 degrees. Even if the landing platform were utilizable, To land, Lewis would have to fly the helicopter backwards and insert its tail between the wavering steel towers extending high above him plus miss striking the shifting drilling-tower. Impossible.

His only course was to hover alongside the towers, flying crosswind in winds gusting in excess of 60 knots in a helicopter that could only fly at 108 knots maximum in smooth air, much less in turbulence, and hoist the captain

from the outer edge of the helicopter-landing platform.

Lewis, after briefing his crew, started the first approach. Buffeting from wind surging over the platform's edge made control of the helo close-in impossible. Storm-driven waves crashed into the platform, becoming windborne sheets of saltwater, then tumbling up and over the hovering helo. The single turbojet-engine mounted over the cockpit ingested seawater in large gulps. The gas-turbine surged, critical engine rpm's dropping with each saltwater dousing. Lewis waved off his first attempt, flying through sea spray on instruments. By the time he began his second approach, just moments later, the towers were already listing thirty degrees.

Lewis knew now the rig was beginning to capsize. Only moments remained. The aircrewman, Aviation Machinist's Mate First Class Harold J. Thomas hung out the fuselage's starboard side door into the slipstream about eight feet behind Lewis, attached to the aircraft only by a wide belt about his waist. A lanyard attached to the belt was snapped to a cabin-floor ring. Thomas directed Lewis verbally into position over the bargeman for the pickup with the cable-hoist with its attached rescue basket. Lewis recounted, "From the pilot's seat in our helo you can't see what you are hoisting because you have a pontoon out here, and so you have to depend on your crew member to talk to you, ... and he says come forward, come right, come left, he talks and tells you to hold. I was unable to hold it, although my crew member, Thomas, was outstanding, real good that night, but I couldn't hold the first time. I got on out here where there was no reference. Yet- I made an instrument climb back out, came back downwind. I could see the captain standing up there. He was talking to us and trying to direct us in. So I came around the second time."

Work lights glowed over the entire rig, creating a strange illusion. There were no references for the pilot to orient to other than the rolling and swaying giant spaceship, caught in an eerie maelstrom, soaring in an ill-defined interface. But to him, the specter appeared stationary, unmoving against the black night. The helo, in contrast, seemed to the pilots to jump and roll about unmanageably against this false backdrop. This can be described as similar to the situation of

waiting at a railroad-crossing in an automobile watching freight cars rush by at high speed then suddenly feeling as if the train is still and the car is moving sideways. Lewis experienced vertigo. His instruments read correctly but the stage was wandering. This is the ultimate in mind-numbing disorientation. The highly experienced Lewis did as he should, disregarding his feelings, and relying on instruments to fly safely away.

Then the entire rig suddenly lit up in a brilliant, glaring bluish-light. Lewis exclaimed then he and his crew "clearly saw the tangle of pipe on deck, the shifted derrick." In this sudden bright light they saw the barge "rearing up backward like a horse and falling off to its right side." The mass repeated this ocean gallop, riding out each new wave. Ptero CAPT Howard Thorsen, USCG, aviator 776, the Corpus Christi air station's CO, with CDR Richard McBride, aviator 1013, as co-pilot, followed Lewis's helicopter out several minutes later in a second HH-52A, this one fitted with a "Night Sun" floodlight. Thorsen lit the scene with the million-candlepower beam.

Lewis backed his aircraft away and planned one more attempt with this new aid. The tower tips were now halfway to the water — the mass leaning forty-five degrees. He thought, "*It's now or never for that poor guy.*" Lewis moved the helo in for his expected last attempt. His only reference, the eerily glowing platform, suddenly began rearing up, pitching over nearly backwards. As he got close to it in a hover, the platform rose suddenly beneath the helo. Thomas, from his position hanging out the side door looking down at an instantly rising steel deck, yelled, "Up! Up!" Lewis pulled away abruptly, a new wave of seawater cascading over his windscreen and helo. The barge captain still clung to the outer edge of the helo landing-pad elevated high above the tilting, and now sinking, barge beneath.

Lewis explains next: "I abandoned that approach, but time seemed to be of the essence now, so rather than climbing out, I moved over to the side...and we had a little discussion, me and the crew, and tried to get a little better organized for this next approach in because it looked like the rig was maybe 45 degrees by this time, and when we were over here the waves that were hitting

were — actually some of the waves and spray were getting up into the helo." To his copilot, ENS John DiLeonardo, aviator 1751, Lewis said, "See if you can monitor a 75 foot hover on the radar altimeter and keep us there," a mere 75 feet above the lunging, plunging steel decking. Later, Lewis related DiLeonardo's feelings at that moment, sitting there in the helo's left pilot-seat: His wife was pregnant with twins and it was then he revealed a sincerely felt regret, "I'm never going to see my twin boys."

To Thomas, Lewis said to start lowering the basket early and to be sure it was down on the platform as they arrived in a hover over the bargeman, because, "I knew I couldn't stay in there very long; it was too turbulent. I don't want to say that the helo was out of control but when I got over there it was blowing so hard and it was so turbulent that it was, just about." The hoist only held 100 feet of 3/16 inch stainless steel cable, 90 feet usable — the last ten painted red. Lewis was playing within 15 feet of vertical airspace to hit his target with the basket at the cable's end.

DiLeonardo called altitudes as he read them from the radar altimeter and Thomas directed Lewis into position with commands spoken in a monotone into his microphone, devoid of any emotion he might be experiencing, with the single phrases: "move forward," "move back," "move left," "move right," "come up," "down." Single or multiple commands were repeated continuously until Thomas got the desired response from Lewis' placing the helo over the spot he targeted. But Lewis was steering a raging bull in attempting to place a wind-whipped basket he can't see on the end of a 75-foot cable, directly next to a frightened man on a surging platform where spatial relationships long before vanished.

Only Thomas could see the barge's sole occupant now with Lewis moving against the wind in a hover overhead. But just at the critical point where Thomas was sweeping the basket to the captain, DiLeonardo, obediently observing the radar altimeter, barked: "You're losing altitude *too fast!*" In a desperate cry he followed immediately with, "*We're going down!*" Thomas at the same moment losing professional calm, yelled, "*Pull up, pull up, we're going down fast!*"

The barge now in its final plunge

rolled further; the basket scraped and bounded up a forever increasing angle helo-landing platform toward the outer, now upper, edge. As a result of the barge's sudden heeling, the barge's helopad with the stranded captain rose rapidly. It was not the helo going down but the platform lunging upwards towards it. Lewis, in desperation for their safety, once again pulled away flying on instruments, knowing this was *their last chance to save a life*. Waves blinded his view to the outside, smothered the helo choking the engine once more as they dashed completely over the dragonfly in a tempest. It was a tough moment with the realization that they just lost a life, and their own in the next few seconds, too, relied on every skill Lewis could bring to controlling the helo.

At that very same moment the basket — which bumped along on the platform — but down-slope from the captain, suddenly slid toward him with the suddenly swiftly-rising helo. He grabbed on as it scooted by, just within reach, and frantically rolled in. The basket continued shooting upwards. Lewis, just trying to avoid the rising deck, did not know it until Thomas shouted, “We’ve got him — he’s in the basket!”

Thorsen, still training the light from his hovering helo and watching from above, now witnessed an awesome sight. He recounted, as best he could, events

later of a vivid image impossible for description by words: “Five seconds after John pulled away, the rig rolled over.” Thorsen and his crew then sat as helpless spectators as Lewis’s helo vanished beneath the sudden cascading waves and wind-flung spray surging over the capsizing *Ocean Express*.

And then, just as suddenly as it disappeared beneath the sea, the plucky “52” emerged through bounding waves and spray, seemingly coming up from beneath the sea’s surface — in flight, their survivor dangling in the basket below!

The barge sank in those moments. Thirteen men in one escape capsule drowned when it capsized before rescuers could reach them.

Lewis’ crewman, Thomas, after the

helo landed, suffered a heart attack.

Captain Van de Graaf, Bargeman, still remembers CDR Lewis with a card on Christmas every year.



LCDR John Lewis (L) receives DFC from Mr. William Coleman, Sec. of Transportation, and ADM Owen Siler, Commandant, at October ‘76 ceremony in Washington, D.C. John also received the American Legion’s ‘Aviation Valor Award’ for 1976.

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



RADM Barrow (CCGD8) (L), LCDR Lewis, DFC, LTJG John Dileonardo; CP, Air Medal, LCDR Marty Heatherman, RCC Controller, Achievement Medal, Peter VanDeGraaf, rig Move Captain, and CAPT Don Bellis, CO.



Proposed CGAA By-Laws Change to Accommodate an ‘Executive Director’ Position

Last year at the Sacramento Roost business meeting, the subject of an Executive Director for the association was broached. It is acknowledged that most large organizations have an ED to conduct the day-to-day affairs of the entity. The following By-Law change proposal concerning the option to appoint a paid Executive Director to assist the President, officers, and Executive Board of the Association will be presented for a vote of adoption at the September Roost business meeting.

ARTICLE IV

The Executive **Director and** Board of Directors

Section 2.

The President shall have the option to appoint an Executive Director (ED) who shall receive some nominal compensation as agreed upon by the President and Board of Directors (BOD). Under this option, the ED could, if determined to be qualified by the President and BOD, combine the functions of Treasurer and Corresponding Secretary. The ED would conduct the day-to-day business of the association in regards to the following matters:

Conduct formal record correspondence with members and external entities by postal mail and e-mail, seeking guidance from officers and BOD 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 monthly summary to the BOD).

Maintain the fiscal records of the organization (dues collection, annual audits/IRS filings, banking and investment transactions, financial reports, and publication of the financial condition of the organization annually to the full membership.

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 BOD

Act as a standing member of annual Roost planning committee.

Ancient Albatross Letter to Pteros

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



Fellow Pterodactyls,

On 14 May, I had the privilege of dedicating Thrun Hall at CG Base Elizabeth City. The long awaited state of the art housing unit replaces the "Round House," (of the same name) well known to many officers and crew of the Red Rag persuasion.



Named after Warrant Gunner Charles Thrun, CG Aviator #3 and Enlisted

Aviation Pilot #1, I found it fitting to honor a man who spent many years as a pioneer flying our early machines. He met his untimely demise as a result of dipping the float on his J2-F while doing water touch and go training at Air Station Cape May in January 1936. He was the first CG Aviator lost on active duty as a result of an aviation mishap. I couldn't help but feel his presence as we honored his life as a Coast Guardsman and pilot. He would be tremendously proud to see the incredibly talented young people coming into our Aviation community today.

As plans develop for the D.C Roost this Fall, I urge everyone who is able, please attend. The Ptero organization is part of the fabric of our community. Of particular note will be the panel discussions and opportunities for professional development offered by the Roost and associated events. It's not often that we can blend varying levels of experience (hangar flying) to the advantage of all.



At headquarters, we will be in the midst of our move across the river to the St. Elizabeth's Campus. I hope to be able to offer a tour to those interested during the Roost...I guarantee that all will be impressed with the new building and its surrounds.

In mid-May, my wife I had the privilege of traveling to the home of Ro Harner for the presentation of a shadow box by CAPT Nick Bartolotta, Commanding Officer of Air Sta Atlantic City and CAPT (ret) Tom King. Bartman and his crew obtained challenge coins from every aviation unit and constructed a very impressive shadow box as a token witnessing the esteem in which our friend CAPT Boo Harner was held. It was a touching moment, underscoring the true caring nature of our community. I know that Ro and Boo's daughters were most appreciative. He will be missed by us all.

Great things continue to happen across Coast Guard aviation. Despite challenging fiscal times, our pilots, aircrews and maintainers continue to answer the call safely and effectively which is all that can be asked.

To all, keep the ball in the middle and the shiny side up...hope to see you at the DC Roost!

VADM John Currier



Ptero Bruce Melnick, Aviator 1671, Inducted into Academic All-America Hall of Fame

CDR Bruce Melnick, a 1972 graduate of the CG Academy, is one of five 2013 inductees into the Capital One Academic All-America® Hall of Fame, as selected by CoSIDA.

He joins 122 members of the Capital One Academic All-America® Hall of Fame, which was created in 1988. He was inducted into the Academic All-America® Hall of Fame at CoSIDA's annual convention in Orlando, FL on Wednesday, June 12 at the organization's Fourth Annual Capital One Hall of Fame Ceremony, which for the first time was part of the annual National Association of Collegiate Directors of Athletics Convention.

Melnick, a decorated NASA astronaut, becomes the first athlete from the CG Academy to earn this prestigious honor. He achieved success and great distinction in service to his country and the Coast Guard Academy.

A two-year letter winner on the gridiron for the Bears, Melnick earned Academic All-America® honors and helped lead CG to an 8-2 mark during his senior campaign of 1971, which equaled the school record for victories in a season. After graduating from the Academy with a degree in Engineering in 1972, Melnick embarked on a 20-year career in the CG, where his assignments



included serving as operations officer and chief test pilot in the Aircraft Program Office. He received numerous awards during that tenure, including two DoD Distinguished Service Medals, two Distinguished Flying Crosses and the Sec. of Transportation Heroism Award.

[See 'Melnick' on P. 19]

Coast Guard Aviation Association 2013 Roost Events

Thursday, September 26th – Registration in Hospitality Suite starting at 1:00 p.m. until 9:00 P.M.

- 1200-1700 (Event A) Golf outing at South Riding, VA, off Rte 50, west of the beltway. \$65 per person, includes greens fees, hotdog lunch, 2 drink tickets, and awards certificate. \$50 to rent golf clubs (up to 12 sets available). Captains Choice match, shotgun start – only if we get the minimum 32 players. Otherwise, revert to tee times & this will take longer. Hole sponsorships available (\$100 per hole). Contact Ben Stoppe at (703) 901-8430 or bstoppe@comcast.net with foursome requests and/or hole sponsorships. Transportation on your own/car pool.
- 5:00 p.m.-9:00 p.m. Hospitality Suite Bar Open
- 6:00 p.m. “Float Planes and Flying Boats” lecture and book signing by Robert Workman
- 8:30 p.m. Event Option B – Gather in lobby for Night Bus Tour of Washington Monuments. Buses depart at 8:45 p.m.
- ~11:45 p.m. Washington Monuments tour buses return.
- 12:00 p.m. Hospitality Suite Closed

Friday, September 27th

- 7:30 a.m.-11:59 a.m. Registration Table Open
- 8:00 a.m. Business Meeting (President Reynolds presiding)
- 9:00 a.m. Coast Guard Aviation Forces panel – “CG Aviation Toward its 100th Year” (Moderator Steve Reynolds)
- 9:45 a.m. Coffee Break
- 10:00 a.m. Professional Discourse Panel “Report from the Arctic” (moderator Jon Spanner, USCG)
- 11:00 a.m. Professional Discourse Panel “Emerging Technologies (moderator Les Smith)
- 11:45 p.m. Event Option E– Gather in lobby for Udvar-Hazy Facility, Nat. Air & Space Museum. Buses Depart at 12:00 p.m.
- 12:00 p.m. Lunch sponsored by Gulfstream
- 12:45 p.m. Luncheon Keynote Speaker - Hon. Sean O’Keefe
- 1:30 p.m. Professional Discourse Panel – “SAR Cases Remembered” (moderator James O’Keefe)
- 3:15 p.m. Soft Drink & Cookie Break sponsored by Aerial Machine and Tool Company
- 3:30 p.m. Professional Discourse Panel – “CG Aviation Interoperability with Many Agencies” (RADM Jim Van Sice, Ret.)
- 4:30 p.m. Air & Space Tour Buses Return
- 4:45 p.m. Hospitality Suite Open
- 6:00 p.m. Hospitality Suite Closed. “Stand Up Dinner” in ballroom sponsored by Sikorsky Aircraft (ultra-Heavy hors d’oeuvres)-‘Aloha’ attire
- 9:00 p.m.-12:00 p.m. Hospitality Suite Bar Open

Saturday, September 28th

- 7:30 a.m.-4:00 p.m. Hospitality Suite Open
- 8:00 a.m. “An Introduction to the ‘Just Culture’” – Mont Smith and Craig Hoskins
- 8:30 a.m. “Risk Management – We Can!” (VADM John Currier, Vice Commandant/Ancient Albatross)
- 9:30 a.m. Event Option J– Gather in lobby for U.S. Capitol Tour. Buses Depart at 9:45 a.m. or...
- 9:30 a.m. Event Option K– Gather in lobby for USMC Museum Tour. Buses Depart at 9:45 a.m.
- 9:30 a.m. Coffee Break
- 9:45 a.m. Ancient Albatross Panel “A Retrospective: Coast Guard Aviation Then and Now” (moderator Craig Hoskins)
- 11:30 a.m. Lunch
- 12:15 p.m. Keynote Speaker – ADM Mark Fitzgerald, USN (Ret.) – President, Assn. of Naval Aviation
- 1:15 p.m. Coast Guard Historian Panel “What Can CGAA do to Help Historians?” (moderator Mont Smith)
- 2:30 p.m. Comfort Break
- 2:45 p.m. Coast Guard National Museum Report “What are the Needs?” (moderator VADM Vivien Crea, Ret.)
- 4:30 p.m. Bus Tours Return
- 5:00 p.m. Private Cocktail Reception in Hospitality Suite (CGAA Award Recipients, Commandant, Vice Commandant, Enlisted Ancient Albatross, CGAA Sponsors)
- 5:00 p.m. Pre-Banquet Cocktail Reception for All Attendees Outside Banquet Hall
- 6:00 p.m. Dinner, guest speakers, awards-Coat & Tie
- ~9:00 p.m.-12:00 p.m. Hospitality Suite Open

Sunday, September 29th

- 08:30 a.m. (Event O) Private Vehicles take Roost Attendees to Coast Guard Hill, Arlington National Cemetery
- 09:00 a.m. Wreath Laying Ceremony for Stone, Rittichier, Pritchard, Bottoms, and Howarth
- 10:00 a.m. Return to Hotel; adjourn
- 10:30 a.m. No-host Brunch at Hotel



Ptero Roost 2013 Tours, Attractions, Events, & Activities

Tours

Event B Washington DC Evening Monument Tour **Thursday** 26 September 8:30pm - midnight

There is nothing more beautiful than Washington DC illuminated at night and this tour will showcase the best of DC. We will depart from the Roost hotel by motor coach at 8:30pm with our on-board guide for an evening tour that combines driving by the White House, the Capitol, Smithsonian Museums plus stops at Lincoln Memorial, Vietnam Memorial, World War II Memorial and the Jefferson Memorial. Our guide will provide enlightening information about the capitol city before returning us to the hotel by midnight. \$31.00 per person

Event E Smithsonian National Air and Space Museum Udvar Hazy Center **Friday** 27 September 12:00pm – 4:30pm

With three connecting hangars, Space Shuttle Discovery, B-29 Enola Gay and future home of the Coast Guard Aviation Association's Phoenix project, a visit to the Udvar Hazy Center is an aviator's delight. Join us as we depart from the Roost hotel by motor coach for an afternoon at this fascinating museum. We will be met at the entrance by a museum docent that will conduct a tour of this popular museum. There will be time to wander on your own before we return to the hotel by 5:15pm \$25.00 per person

Event J United States Capitol **Saturday** 28 September 9:45am – 5pm

Join us for an insider's tour of the US Capitol lead by a retired Capitol police officer. We will leave the Roost hotel by motor coach for a full day of exploring the Capitol. There will be time to see the underground visitor's center, the Rotunda, both chambers and the back halls that only our guide will be able to show. You will have some free time to explore the nearby streets of Capitol Hill before returning to the hotel by 5pm. \$52.00 per person

Event K National Museum of the Marine Corps **Saturday** 28 September 9:45am – 5pm

Come tour this fabulous lasting tribute to U.S. Marines with us. We will leave the Roost hotel by motor coach for a full day touring this museum. Included is a private docent tour and free time to maybe choose to have lunch in the Tun Tavern (on your own) or immerse yourself in one of the special exhibits before returning to the hotel by 5pm. \$44.00 per person

Meals and Events

Event C—Annual Business Meeting Friday 27 September 8:00 am—9:00 am

Grab a cup of coffee in the ballroom foyer and settle in the ballroom for the Coast Guard Aviation Association's annual meeting. \$5.00 per person

Event F—Lunch Friday 27 September 12:00 p.m.

Buffet salad and sandwich lunch with dessert, coffee, tea or iced tea sponsored by Gulfstream. \$12.00 per person

Event H—Cocktail Reception with Stand Up Dinner Friday 27 September 6:00 p.m.

The cocktail reception with carving stations, pasta stations and assortment of hors d'oeuvres sponsored by Sikorsky. No host cash bar and 'aloha' attire. \$42.00 per person

Event L—Lunch Saturday 28 September (11:30 am)

Box lunch with chef's choice of fruit, salad, chips, cookie and sandwich. \$23.00 per person

Event N—Banquet Saturday 28 September (6:00 pm)

Begin the evening with a nibble of cheese and crackers or vegetables with dip while sipping a beverage from the no host cash bar in the ballroom lobby. Proceed in to the ballroom for dinner. Dinner choices are 1. herb roasted chicken breast with mushroom demi glace, 2. roasted pork chop with apple cider demi glace or 3. salmon with honey thyme butter sauce. All dinners include salad, chef's choice of starch, vegetable, dessert, rolls, butter, coffee tea or iced tea. \$65.00 per person

Contact Anne Stoppe (703-620-5019 (cell) or 434-989-2443 (land line) or astoppe@aol.com) for vegetarian, gluten free or any other special meal requests.

Event P—Brunch Sunday 29 September 10:30am –

After the Arlington National Cemetery ceremony, but before saying good bye until next year, we will have a section of tables set aside for Pteros to enjoy either the hotel's brunch buffet or menu service. Cost will be at your expense. We are asking for a count to be certain we have space for all that wish to participate.



There are two options for Roost Registration: Use the form on Page 12 and mail it in by 6 September.

Make your check to “AOP 2013 Roost” and return the form and check to:

AOP P.O. Box # 222905 Chantilly, VA 20153-2905

or Register on line by 6 September at: <http://www.aoptero.org/roost13DC/roost13online.php>

Registration Washington, D.C. Roost 26-29 September 2013
TIME CRITICAL!!!—Registration Deadline 6 September

NAMES: Use names you wish to have on name tag.	
ADDRESS:	
CITY,STATE,ZIP	
PHONE	
EMAIL ADDRESS	
DATE ARRIVING	

<i>Activity</i>	<i>Cost per Person</i>	<i>Number of People</i>	<i>Total per Item</i>
THURSDAY			
Event A — Golf at South Riding	\$65		
Event B — Wash. Monuments Bus Tour	\$31		
FRIDAY			
Event C—Business Meeting Coffee	\$5		
Event D—Professional Discourse A.M. sessions	n/c		
Event E— Udvar-Hazy Air & Space Museum Tour	\$25		
Event F—Lunch	\$12		
Event G—Professional Discourse P.M. Sessions	n/c		
Event H—Stand-up Dinner	\$42		
SATURDAY			
Event I—Professional Discourse A.M. Sessions	n/c		
Event J — U.S. Capitol	\$52		
Event K — U.S. Marine Corps Museum	\$44		
Event L—Lunch	\$23		
Event M—Professional Discourse P.M. Sessions	n/c		
Event N—Awards Banquet Pork Chop ----- Chicken Breast ----- Salmon -----	\$65		
SUNDAY			
Event O - Arlington Cemetery	n/c		
Event P—Brunch at Hotel	No host		
Shirt(s)—Polo Size _____, Color _____ By Stoutgear (TM) Size _____, Color _____	\$30 (XXL \$32)		
Shirt(s)—T Size _____, Color _____ By Stoutgear (TM) Size _____, Color _____	\$18 (XXL \$20)		
Book: 'Float Planes and Flying Boats' By Ptero Bob Workman, Jr.	\$30		
REGISTRATION FEE (per registration – NOT- per person)	\$25	Active duty No Charge	
Total Cost			\$ _____



Ptero Conducts Phoenix Project Parts Roundup

Ptero Loter stands by HH-52A CGNR 1490 amid the gaggle of HH-52A's.



On a hot (105°F) day in June, Ptero Cecil Loter, Aviator 1249, visited a stash

of nine HH52A airframes in desert storage in Cochise, AZ available as a source

of parts for possible HH-52A CGNR 1426 restoration. Conversation with the owner revealed a limited window of opportunity to salvage parts as the owner has sold seven airframes to an east coast artist for mod into custom furniture and is retaining the two best airframes for himself.

The remains of HH52A's CGNR's 1359, 1364, 1372, 1400, 1407, 1422, 1463, 1490, and one unidentified airframe sat in various states of disrepair/disassembly missing many components. After evaluating the situation, Cecil determined that no inventory could be made until much of the material could be removed from the cabins which were jam packed. Much digging ensued and many desirable/useable items were recovered. These included:

- 4 Torque indicators
- 2 Rotor RPM tachs
- 1 EGT gauge
- 1 Engine tach
- 1 Turn and bank gyro
- 3 0-25 psi indicators (yellow pointer)
- 4 0-10 psi gauges
- 5 0-25 psi gauges (white pointer)
- 4 0-150 deg C temp gauges
- 1 Cyclic stick, bare/with button
- 1 Nose landing light assembly
- 2 Large fixed cabin window panels w/ seals, one is crazed, good for pattern
- 2 Cabin door window panels w/seals, one broke in transit
- 2 Unknown flush mount antennas
- 2 Dorne and Margolin VOR bar antennas DM N4-4-1, may be from H-34
- 1 Long wire antenna assembly

Cecil departed scene after having recovered as much as was considered useful and most of what was on the needed parts list provided. He expressed his gratitude to owner Chip Echt on behalf of the Association for his generosity.

Cecil's Observations & Recommendations:

A. These once proud steeds that carried many of us to successfully battle the elements and snatch the unfortunate from the jaws of fate deserve better than this undignified end. Hopefully, their contributions to the restoration of one of their own will be their memorials.

B. Quit volunteering. I'm not as limber as I used to be and curling myself into a pretzel under the instrument panel isn't easy or fun anymore. Just sayin'.

C. I still love junkyards, but where are the like minded youngsters?

BZ Cecil!



Pterodactyl Roost 2013 Merchandise

Polo Shirts - 30.00; XXL - 32.00

Royal, Black, Red, White, Navy embroidered Roost 2013 image

An enduring favorite, our comfortable classic polo is anything but ordinary. 5-ounce, 65/35 poly/cotton pique



Heavy Cotton T-shirt - 18.00; XXL - 20.00
Carolina Blue - Roost 2013 image on front

Cotton Ringer T-shirt - 18.00; XXL - 20.00
Ash/Black - Roost 2013 image on front



Mail Call! This issue's mail is brought to you by EC-130V CGNR 1721. The EC-130V Airborne Early Warning & Control (AEW&C) aircraft was developed in 1991 by the General Dynamics Corporation. It incorporated the APS-125 Radar and Mission System of the U.S. Navy E-2C Hawkeye for counter-narcotics surveillance missions requiring greater endurance than the E-2C. Due to 'budget reductions and the existing fund distribution emphasis within the CG,' the EC-130V program was terminated in 1993.



Remembering the HRP-1

The photo of the HRP-1 helicopter in the Spring Pterogram really brought back memories. I was stationed in E. City for my first tour out of flight training (1948-1950) where I learned to fly helicopters from the experts (Stu Graham, et al) and I remember two HRP-1's were assigned for less than a year for evaluation for CG use. I was a fully qualified helo pilot at the time (1950) and got some opportunity to fly it. I accumulated about 30 hours total in it, most of which was solo pilot since we rarely flew it with two HRP qualified pilots. It was a bear to fly although much fun at the same time. It had great power and was capable of lifting straight up off the ground and continuing straight up for at least 500 feet or so. However, control forces were very heavy on the cyclic stick and on the rudder pedals. We fashioned a bungee cord that we attached to the left rudder pedal to relieve the force required for extended straight and level flight. As I said, we had two HRP's until John Greathouse rolled one over landing on some uneven terrain. Those early days with helicopters were a blast!

Ptero Jim Durfee, Aviator 521

CG Escorts the Hindenburg

Does anyone have any idea who might have been in that CG plane?? If so, please reply to: pteros@earthlink.net



A U.S. Coast Guard plane escorts the Hindenburg to a landing at Lakehurst, New Jersey, on its inaugural flight between Freidrichshafen and Lakehurst in 1936. (US Coast Guard)

LT Donald MacDiarmid Follow-up Saga

In the summer of 1954, the academy class of 1956 were divided up and sent to Cape May for marksmanship training and to CGAS Elizabeth City for aviation indoctrination. The first day, Captain Mac was to address the class and welcome us to ECity. We were called to attention in the classroom and he swished in. His 50 Mission crush hat, looking like it was fresh from a salt water bath (Gold of green) and very slack, was tossed on the desk and he said, "Gentlemen, welcome to Elizabeth City. This is a pee pour, penny pinching outfit, and I Love it." He picked up his hat and swished out. Captain Mac in action!

Ptero Gib Brown, Aviator 795

"Frozen in Time" Book Recommendation

Frozen in Time, by Mitchell Zuckoff is the true story of the efforts to locate the USCG J2F-4 "Duck" lost on a 1942 SAR flight to rescue the crew of a downed B-17 on a Greenland Glacier. The Duck was piloted by Lt. John Pritchard, Jr. and RM1 Benjamin Bottoms. They were successful in rescuing two of the B-17 crew and on a subsequent flight attempting to rescue another B-17 crewman the Duck went down, with no survivors.

After many decades plans were put in place to try locating the crash site. At recent Roosts we've had updates from CDR Joe Deer and Master Chief John Long about the Coast Guard's efforts to

recover the Duck's wreckage and the remains of our two fellow Coasties from that incident those many years ago.

Pteros will recognize involvement and mentions of other Pfellow Pteros throughout the book. All the hard work and efforts finally came together when a team went to Greenland and eventually located the Duck.

Mitch Zuckoff weaves a wonderful tale intertwining the events back in the WWII days on that ice and recently with the recovery efforts. It is very well written and a testimonial is that the book is it being selected as:

- *Best Book of the Month for April 2013 - Amazon*
- *- Best Book of the Month for April 2013 - Barnes and Noble*
- *- Indie Next Pick for April 2013 - Independent Booksellers Association*

Do yourself a favor and get a copy, you'll be hard pressed to put it down. BZ to our Pfellow Pteros for their dedication to this discovery and recovery effort.

Ptero Tom Rich, P-2596

Have just finished reading "Frozen In Time" by Mitchell Zuckoff. It is really well written (I enjoyed the style and language) and I highly recommend it.

It's about the search for Pritchard, Bottoms, and Howarth who perished in Greenland in a Grumman Duck and how they got there and who they were assisting and a great story of survival and aviation history.

Ptero Rick Murphy, Aviator 1318



Air Station Clearwater AMT Team Wins International Maintenance Skills Competition



AMTCM Mark Gaetano (L), Awardees AMT2 Dani Church, AET2 Michael Bosch, AET2 Andrew Poulin, AMT1 James Bastick, AMT 1 Jim Fielder, CO Ptero CAPT John Turner, av. 2929, & EO CDR Craig Massello.
CG photo by PA2 DeNyse

A team of AMTs from AirSta Clearwater won First Place in the 'Military Category' at the 6th Annual AMT Society Maintenance Skills Competition in Las Vegas on 13 and 14 March.

The AMT Society also presents the Charles E. Taylor Professional AMT Award to the single most professional looking, professional acting and highest team spirited competitors in the AMTS MSC. This

year the recipient was AET 2 Michael Bosch from Air Station Clearwater. This award also has Snap-On Industrial associated with it, most notably a gold engraved open end/box end wrench mounted in a shadow box.

The participants received a letter of congratulations, a complimentary one-year membership, a challenge coin, and partial reimbursement of their permissive orders expenses from the CGAA.



Congratulations!

2013 ELECTION OF CGAA OFFICERS

As reported in Sitrep 1-13, an election this year is required by Article VIII, Section 1 of association ByLaws for the offices of President, Executive Vice President, Executive Secretary and Treasurer. The election will be held at the 2013 Convention (roost) business meeting. Pertinent provisions of the ByLaws include the following:

- Voting is permitted only by regular members who are current in dues.
- A term of office encompasses two National Conventions (roosts).
- An officer may succeed himself or be elected to another office.
- Absentee ballots (see below) are acceptable.

Sitrep 1-13 solicited nominations for each office prior to 31 May 2013 in order to appear on the absentee ballot.

2013 Coast Guard Aviation Association ABSENTEE BALLOT

	<u>Yea</u>	<u>Nea</u>
For President (additional term):		
For Executive Vice President (additional term):		
For Executive Secretary (additional term):		
For Treasurer (additional term):		

Steven J. Reynolds

Joseph T. Baker

Paul L. Milligan

Benjamin J. Stoppe, Jr.

Each of these officers has agreed to serve, if elected, for another term.

No additional nominations have been received.

Absentee Ballot procedures:

1. All eligible members may submit an absentee ballot.

2. To be counted, completed ballots must be received by postal or electronic mail by 15 September.

Postal: Cut out or photo copy this ballot and mail to 3658 Bracknell Drive, Woodbridge, VA 22192-7465

Email: Scan and embed completed ballot to secretary@cgaviationassn.org (alternatively, you may simply Email text expressing your choices - that will be acceptable as long as you include your name and Ptero number)

Name _____

Signature _____

Ptero Number _____

CG Air Station New Orleans

By Ptero LTJG Tessa Clayton, Aviator 4431

Take a stroll through New Orleans on any given day and you'll encounter the most diverse, festive, & soulful people you've ever met. On one corner, a man will be preaching to the sound of live jazz music while your eyes settle on a street art painting of Jackson square; on the next, someone will be taking your hand and trying to read your palm when your nose acquires a spicy, Cajun scent matched with anything fried. Turn the corner again and you hear authentic bluegrass with the heavy backbeat of a nearby club, see a reveler partying on the street though it's only two in the afternoon, and get brushed by a biker decked out in full spandex because apparently serious athletes exist here too. Above it all, you realize not only how unique this place is but how *busy* it is, and it's only a Wednesday; the same diversity and pace can also be found in the missions set served by Air Station New Orleans, Louisiana, or Airsta NOLA for short.

Hurricane Katrina will undoubtedly continue to accompany the minds of many when they hear the words, 'New Orleans,' (pronounced 'Nawlins' or 'New-OR-linz' but not 'New-OR-LEENZ') To recap, Hurricane Katrina made its second landfall in New Orleans the morning of 29 August 2005 and by 1451 that afternoon, all five of the air station's helicopters were on scene conducting what would later become the largest life-saving event in Coast Guard history. Air Station New Orleans itself rescued over 1480 lives. But it was not without the help of the Air Group New Orleans, formed by 85 Coast Guard aircraft that helped save 7,100 lives throughout the aftermath of the storm. Less than a month later, Hurricane Rita struck the Texas coast and another 71 people were saved under the guidance of Air Station New Orleans crews. It was a busy time for the Coast Guard then and continues to be to this day.

Exactly eight years later, Hurricane Isaac made its second landfall south of New Orleans, again on 29 August (in the morning this time). During Hurricane Isaac, the Air Station flew 85 hours and 55 sorties, conducted 11 SAR cases and saved/assisted 24 lives. In the entirety of 2012, the unit prosecuted 254 SAR mis-

sions, saved 73 lives, assisted another 47 and protected over \$150K in property. Thus far in 2013, there have been 162 SAR missions and likely more by the time this article reaches your hands. If you haven't figured it out yet, now might be a good time to point out that Air Station New Orleans is known as the busiest all-helo Search and Rescue air station in the Coast Guard.



The crew of CG6605 is personally congratulated by President Barack Obama for completing the first rescue of Hurricane ISAAC.

Like the rest of the Coast Guard, SAR is only a facet of the high optempo demands of the unit. Over one quarter of the unit's flight time is dedicated to homeland security missions: ports, waterways and coastal security (PWCS), marine and environmental protection (MEP), federal and state joint operations, rotary wing air intercept (RWAI) in Washington DC, and air defense support over national security sites and events, such as the plethora of Mardi Gras parades and Super Bowl XLVII. The large auxiliary aviation support does not go unnoticed or unappreciated as they work with the five sector commands and the air station to carry out safety patrols, spill response and detection, search and rescue, and PWCS missions.

Air Station New Orleans, under the operational control of the Eighth Coast Guard District, also headquartered in New Orleans, was commissioned in July 1955 and has been located on NAS Joint Reserve Base New Orleans since 1986. The unit is commanded by CDR Michael Brandhuber (Aviator 3358) and composed of 122 personnel and five MH-65C Dolphin helicopters that provide two ready flight crews 24 hours a day,

seven days a week. The AOR extends from Apalachicola, Florida, to the Texas-Louisiana border, north to Memphis, Tennessee, and south up to 200 nautical miles offshore including thousands of offshore oil platforms. In April 1969, the air station flew the Sikorsky HH-3F Pelican, in September 1985 the HH-65A Dolphin, in 2006 the HH-65C, and is currently undergoing a transition to the MH-65D.



CG 6576 conducts a security patrol during Super Bowl XLVII.

Since its commission 58 years ago, Air Station New Orleans has saved more than 5,600 lives and has been awarded 12 Meritorious Unit Commendations, five CG Unit Commendations, the distinguished Higgins and Langley Swiftwater Memorial Award and chosen by the Commandant of the CG to receive the Presidential Unit Citation.

Though it appears that you would never sleep through an entire night in this city due to either the late night music festivals or first light SAR cases, this very junior wardroom will undoubtedly gain an insurmountable level of experience and expertise, while having a lot of fun in the process.

AirSta Cape Cod Conducts Change of Command

On 3 June, CAPT Stephen H. Torpey relieved CAPT David G. Throop as CO of Air Station Cape Cod. RADM Daniel B. Abel, CCGD1, presided.

CAPT Throop is a 1985 graduate of the CG Academy, and a native of Burton, Michigan. His previous assignments include: Personnel Service Center in Arlington, Virginia, CO of AirSta Traverse City, Operations and Executive Officer at AirSta Savannah, analyst for the Office of Plans, Policy and Evaluation and as the platform manager for the HC-130J, both at CGHQ, H65 helo
[See "Change of Command" on P. 19]

Air Station Atlantic City / National Capitol Region Air Defense Facility: Two Commands for the price of one By Ptero CAPT Nick Bartolotta, Aviator #3081, CO

“NOW SCRAMBLE, SCRAMBLE, SCRAMBLE! Target bearing 210, range 22 miles, altitude 2000 feet, heading 030, NOW SCRAMBLE!” In the blink of an eye, crews are sprinting toward two MH-65Ds locked and cocked on the ramp at the CG’s ONLY DoD Alert Facility. Before a normal B-0 crew has a requirement to be in the air, this case will be over. Every case at the National Capital Region Air Defense Facility (NCRADF) starts as a Homeland Defense mission with NORAD/NORTHCOM having Tactical Control of the CG assets, and to date, every mission has turned into a Homeland Security/Law Enforcement case with an accidental intrusion into the airspace or a missed squawk. It is a mission that only a handful is qualified to execute, and even less has mastered it. The NCRADF based out of Hangar 5 at Reagan National Airport is an amazing unit in itself, but only part of the amazing team known as Air Station Atlantic City.



In 1998, two of the CG’s most historic units were combined to create AirSta Atlantic City. AirSta’s Brooklyn and Cape May were permanently closed and merged bringing 5 HH-65B helicopters to create, at the time, Group/Air Station Atlantic City. Names such as Stone, Graham, Erickson and even Sikorsky flew in this airspace. Now, new names, faces and cases are writing history covering a large area of responsibility from Long Island to Chesapeake Bay. AirSta Atlantic City maintains a dual B0 requirement co-located at the William J. Hughes FAA Technical Center (ACY International Airport) in Egg Harbor Township, NJ supporting both the First and Fifth CG Districts. Within the con-

finer of this AOR reside some of the busiest ports in our country that the Atlantic City H-65s keep a sharp eye over: New York City, Philadelphia, Baltimore, Washington D. C. and parts of the Chesapeake Bay. In addition, some of the East Coast’s prized beaches and heavy recreational boating population keep the men and women of AirSta Atlantic City on their toes. From Search and Rescue to Law Enforcement to Ports, Waterways and Coastal Security (PWCS) patrols to proficiency training, the skies are routinely filled with the whine of the mighty orange and white MH-65D. But there’s more...

In 2000, the H-65 prime unit designation shifted from AirSta New Orleans to AirSta Atlantic City. In this capacity, prime unit is responsible for providing technical assistance to all 18 Coast Guard H-65 units. The small but specialized team reviews and develops all aircraft Maintenance Procedure Cards for the H-65 fleet and integrates all engine and airframe manufacturer alert bulletins, safety-of-flight directives and maintenance procedure updates. This team also is the liaison with CG HQ Office of Aeronautical Engineering (CG-41), Aviation Logistics Command (ALC) and the H-65 fleet in support of modernization efforts through evaluation of new aircraft systems, ground support equipment, HAZMAT policy/procedures and maintenance techniques.



Once again in 2006, the unit took on more responsibility when the CG inherited the NCRADF Rotary Wing Air In-

tercept (RWAI) mission from the Customs Service and overnight we doubled in size. Now, with 10 MH-65Ds, 68 Officers, 210 Enlisted and 7 Civilians, the A-Team is still responsible for maintaining the dual multi-mission B0 crews, but has added a dual strip alert presence supporting NORAD/NORTHCOM at the CG’s only DoD Alert Facility. These two requirements alone take up 4 aircraft, 14 pilots and 9 aircrew daily just to meet the readiness. Additionally, the A-Team impressed so many with respect to our new RWAI capabilities that we now are requested by the Secret Service or FBI to put this defense package on the road to maintain the air superiority over different National Significant Security Events (NSSEs) or personnel to include the President himself. We put crews on the road for deployable RWAI (dRWAI) averaging 70-80 days a year to maintain air sovereignty over the temporary flight restricted zones.



Issued the call-sign “BLACKJACK” by NORAD, the CG interceptors are a critical piece of the DoD layered defense of the National Capitol Region and are a huge role in the Defense of our Nation and way of life. Pilots here not only get to hone their hoisting and SAR skills, but they routinely operate in some of the most restricted airspace in the world...and they do it with ease. Well versed in aerodynamics and tactical positioning, aircrews here fly and maintain the MH-65D to the edge of its performance limits in order to master the intercept maneuver. Unlike the fighters who have the advantage of



Aviation Technical Training Center Honor Graduates



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

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AET3 Daniel K. Grow, II	Houston	AST3 Joshua P. Piasecki	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!!!**

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4441 Jesse C. Keyser	San Francisco	4442 Zachary D. Brown	Savannah
4443 Megan J. Dillon	Clearwater	4444 Jason E. Maddux	Astoria
4445 Andrew R. Snyder	New Orleans	4446 Lance M. Lynch	Miami
4447 Michael G. Carman	Barbers Point	4448 Christopher G. Lindstedt	Miami
4449 Jared R. Hylander	Port Angeles	4450 Rachel M. Kuffel	Detroit
4451 Ryan s. Lloyd	Miami	4452 Matthew D. Chase	Barbers Point
4453 Janelle B. Kibler-Silengo	Clearwater	4454 Shea A. Quinn	Port Angeles
4455 Jeremy C. Runco	Miami	4456 William J. Sirokman	Cape Cod
4457 Paul N. Williams	Mobile	4458 Caleb L. Peacock	Traverse City
4459 Eric J. Barnett	Borinquen	4460 Douglas A. Eberly	Clearwater
4461 Jordan C. Kellam	Cape Cod	4462 Ian M. Campbell	New Orleans
4463 Ryan D. Hammond	Detroit	4464 Coletun A. Frank	Clearwater
4465 Thomas D. Mulder	Corpus Christi	4466 Joseph C. Chevalier	Clearwater
4467 Zachary T. Gross	Houston	4468 Dennis N. Stenkamp	Elizabeth City
4469 Carl A. Luxhoj	New Orleans	4470 Scott A. Balog	Detroit
4471 James T. Christy	Cape Cod	4472 Elisabeth A. Haines	Borinquen
4473 Cameron A. Welcika	Humboldt Bay	4474 Gregory W. Bukata	Corpus Christi
4475 Zachary W. McCune	Barbers Point		



an afterburner for bursts of speed, the helo interceptors have one shot to get it right, and come alongside. If the intercept is blown, the ensuing stern chase will not allow enough time to recover; mission failed. In this no-fail mission, practice does make perfect, so on top of all our traditional proficiency flights required, it takes even more time and effort to stay comfortable, professional and proficient at maneuvering a helo within a few hundred feet of another aircraft, day or night.

Like CAPT Frank Erickson did before us, this NY/NJ area of our country continues to put CG helos on the map. On 3 January 1944, then CDR Erickson piloted a Sikorsky HNS-1 that carried two cases of blood plasma lashed to the helicopter's floats from New York City to Sandy Hook, NJ for the treatment of Navy crewmen of the Navy destroyer USS *Turner*, which had exploded and burned off New York harbor. This heroic deed in violent winds and snow had grounded all other aircraft and CDR Erickson became the first pilot in the

world to fly a helo under such conditions and was also the first "lifesaving flight" ever performed by a helo. Today's next generation of helo crews flew the mighty MH-65D Dolphin as first responders to the cries of help after Superstorm Sandy devastated the NY/NJ coast and are the brave teams who intercept and identify any low, slow moving air threats to give NORAD's engagement authority "eyes on target" to determine intent. These amazing men and women of Air Station Atlantic City are *Always Ready* for any mission, anywhere, any time.



CG Aviation Association Multi-mission Form

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

Sign me up for:

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Please check all below that apply:

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'Melnick' from 9

Selected by NASA in June 1987, Melnick qualified for space flight and became an astronaut in August 1988. He performed subsequent technical assignments before flying as a mission specialist on the Shuttle Discovery from October 6-10, 1990 as well as the flight engineer on Shuttle Endeavour's maiden voyage from May 7-16, 1992. He logged more than 300 hours in space, orbiting the Earth 207 times.

After retiring from the Coast Guard and leaving NASA in 1992, Melnick joined Lockheed Space Operations Company. In 1996, he joined McDonnell Douglas as Vice President for Payload Ground Operations Contract with NASA, and in 1997, when McDonnell Douglas merged with The Boeing Company, Melnick became Vice President of Boeing Florida Operations, serving in that role until his retirement in 2007.

Melnick earned his master's degree in aeronautical systems in 1975 from the University of West Florida, which bestowed upon him an honorary doctorate of science degree in April 2001.



'Change of Command' from 16

standardization and instructor pilot at AVTRACEN Mobile, and duty pilot at AirSta San Diego.

CAPT Torpey, a native of Cedarville, MI and a graduate of the Univ. of Massachusetts, previously served as Chief of Response for the Ninth District in Cleveland. Prior assignments include XO and Operations Officer at AirSta Cape Cod, Aviation Program Manager at CGHQ, AirSta Clearwater, AVTRACEN Mobile H-60 Standardization Instructor, AirSta Sitka, and AirSta San Francisco.

In an average year, AirSta Cape Cod conducts 250 search and rescue cases, saves 58 lives, medically evacuates 50 people, and assists 89 people in distress.



Aircraft Hits Four Buildings at Airshow

This is tough to see & shows the danger of attending these types of events.

Amazing photo below shows a great detail at the moment of impact, with the pilot at low level having no control over his aircraft. It narrowly misses the big crowd gathered for the air show and slams into four buildings.

One can only imagine the horror of the poor occupants inside the buildings.....

No one was killed, but it probably scared the s___ out of them.



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THAT'S NOT ALL !!