



PTEROGRAM

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

Sitrep 3-11 Fall 2011

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

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Pthirty-fifth Annual Ptero Roost Celebrated



Approximately 175 Pteros plus their significant others pthoroughly enjoyed this year's wonderful roost hosted by the CGAA in beautiful Mobile, AL, the 'cradle' of CG aviation! We are especially grateful to our dedicated organizing committee: Gary Gamble (aviator 1826), Gary (aviator 1205) and Sallie Grow, Joan Watterson, Jeff Davis (aviator 1003), Pat Brennan (aviator 2651), Bill Geers (aviator 1456), Bart Philpott (aviator 3672) and the Auxiliaries of Mobile's Flotilla 3-9. There were many highlights: dedication of a new simulator building and a memorial pond at ATC, Ptero Connie Edwards with his HU-16E CGNR 7226, Ancient Al Ptero VADM John Currier (aviator 1877), enlisted Ancient Al Peter MacDougall (P-2900), and invigorating ATC Mobile simulator rides. There was also an excursion to NAS Pensacola for a visit to the Naval Aviation Museum and

the magnificent season-ending Blue Angels Airshow, a Tribute to Veterans concert at Battleship Park, a Book Seminar on aviation topics, and professional discourse briefings on the Aviation Safety Assessment Action Plan and the state of CG Aviation. Sincere thanks to the Aviation Training Center CO (Ptero CAPT Tom Maine, aviator 2838) and his crew for their participation and hospitality as their duties permitted!



Ptero Frank Manson (2nd from R), Aviator 395, and his son, Thomas, enjoy roost reception with Ptero Art Ross (L), Aviator 1142, and his wife, Edda.

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 2011, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE



Annual Membership for non-active duty increases to \$30 on 1/1/12. Check out page 27 or the website
<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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AOP

P.O. Box 222905,
Chantilly, VA 20153-2905
or

Editor, Pterogram
4816 Powder House Drive
Rockville, MD 20853

Email: SEGGoldham@aol.com

A Message from 2863 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: It gives me great pleasure to accept your vote of confidence for the position of President last Sunday at the Roost business meeting. It's both inspiring and intimidating to take the controls from Mont. As Joe Baker and I step up to the plate, we offer our thanks to the outgoing officers for their dedication, commitment and selfless service. It has been exciting to watch the Pteros grow and prosper under the previous leadership and we are committed to staying on course and on glide-path. I regret that both Joe and I were confronted with important last-minute commitments that precluded our attendance. As you know, we both recently retired from active duty and are still in the process of getting accustomed to our new responsibilities. Joe is a helicopter pilot who retired as the Commanding Officer of HITRON in Jacksonville, FL and I'm a fixed-wing guy whose last aviation unit was as CO of CGAS Washington, DC. I wish to assure you that we are very excited about the opportunity to lead, and ask for your ideas on how best to move the Coast Guard Aviation Association forward. Your suggestions put forth at the business meeting were captured and you will be hearing from your new Executive Board soon regarding some important changes. As we approach Coast Guard Aviation's 100th anniversary, we look forward to planning a West Coast Roost in 2012, visiting Houston in 2013 to showcase CGAS Houston's 50th anniversary, and having another great celebration at Mobile in 2016 on ATC Mobile's 50th anniversary!

All standing orders remain in effect.

Steve Reynolds, Ptero 2863, Life Member



Taps

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

CAPT (Ret.) Vivian Jean Reese Harned (wife of Ptero A. E. 'Bill' Harned (Deceased), 57) 7/17/11

Beverly Rast (wife of Ptero Warren E. Rast (Deceased), 501) 8/__/11

John A. Olsen, 646 9/17/11

Donald J. Aites, 945, 10/11/11

Paul S. Grimes, P-2128, 8/18/11



CG, Make-A-Wish make dream come true for 11 year-old



CG photos by PO3 Stephen Lehmann



Rescue swimmers from CG Aviation Training Center Mobile demonstrate the proper procedure for entering a rescue basket to Luke Wiedeman (left) and Colin Wiedeman, Nov. 7, 2011. Crewmembers from ATC worked with

the Mobile chapter of the Make-A-Wish Foundation to help Luke realize his dream of becoming a Coast Guard rescue swimmer. Luke was able to take part in training with the swimmers, navigate high-tech flight simulators and participate in a search-and-rescue demo. Luke was presented a Letter of Appreciation by CDR Tom MacDonald, ATC XO.



An ATC MH-60 Jayhawk helicopter hoists PO2 Jonathan Foss and Luke Wiedeman



Open letter to Coast Guard Aviators and Aircrewmen

Date: 15 October 2011

From: VADM John P. Currier, Coast Guard Aviator #1877, Ancient Albatross #23

Subject: Aviation Safety Assessment Action Plan (ASAAP), One Year Retrospective

During a two year period between 2008 and 2010, Coast Guard Aviation experienced seven Class-A mishaps resulting in the loss of 14 shipmates. While aviation operations are not without risk, our profession had earned an exemplary record of flight safety for many years. In response to the increased mishap rate, the Commandant directed the Deputy Commandants for Operations and Mission Support to jointly assess the situation and make recommendations for improvement with the goal of preventing future mishaps. This bold step demonstrated his faith in the people of Coast Guard Aviation in that he asked for an introspective look rather than employ an external entity.

An initial survey of the Class-A mishaps failed to reveal any common causal or contributing factors. The mishaps occurred on a wide variety of flights dispersed across the country engaged in more or less routine missions, not during high risk, demanding operations at the edge of our capabilities envelope. In short, there was no readily identifiable “smoking gun.” This lack of obvious causal factors necessitated a deeper dive to discern the more subtle negative influences that might undermine what had been a strong safety environment.

Under the guidance of aviation Flag Officers, a five-component team was chartered, each focused on a different facet of the larger aviation environment:

- AC1: Operational Hazard Analysis
- AC2: Aviation Data Collection and Safety Survey
- AC3: Aviation Leadership Improvement Focus Group
- AC4: Independent Data Analysis and Process Assessment Study
- AC5: CGAA Industry Benchmarking Study

ASAAP represents an intense, year-long look by many dedicated professionals, both within and outside the community. As a result, several central thematic findings were developed. It became clear that there were subtle environmental influences that we could, in fact, identify. Although none were profound in their own right, their aggregate effect materially dulled our “mission edge” and contributed to the environment that permitted mishaps to occur.

Findings:

- Complacency in the chain of command and operation of our aircraft
- Degradation of ORM (Operational Risk Management)/CRM (Crew Resource Management) concepts and practice
- Inadequate knowledge of aviation fundamentals –
 - M3710, Flight Manual, FAR/AIM
- Rate of change in aircraft systems and TTPs
- Breakdown in professional discipline and poor risk management

Now that some of the identifiable deficiencies have been cited, the problem becomes what can we do about them? Herein lies the individual responsibility of everyone associated with aviation operations in the Coast Guard. What I describe here are expectations, not just suggestions. We are, in fact, all responsible and accountable for the conditions that foster safe and effective flight operations.

Complacency is a common enemy in the aviation environment, both civil and military. Aircrews can become too comfortable in the conduct of flight operations. Each and every time you strap on an aircraft you accept a level of risk. Of course, some missions involve higher risk than others. But our experience of late has been that we do well in high-risk missions, it is the more routine flights that seem to trip us up. Remember that discipline, vigilance, situational awareness and focus on the operation at hand counter complacency.

ORM, CRM and MRM (Maintenance Resource Management) principles have been developed as the result of over a hundred years of lessons learned in blood. Our ability to identify and mitigate risk, largely through communications amongst the aircrew, has been recognized for years. As I stated earlier, risk is a constant in our business, however, there are two types of risk, that which we can control and that we can't. We are duty bound to do everything that we can, on both a personal and organizational level, to reduce controllable risk to the maximum extent possible. The remainder, whether it be from darkness, high winds, sea states or weather, we must accept. Effective application of ORM and CRM principles are interdependent. You are out there as part of a professional team, no matter what your role in the aircraft it is your duty to be an active and focused participant on the aircrew team from preflight through shutdown. From a skills perspective, we should aspire to **“train to qualification and fly to proficiency.”** The development of professional knowledge, skills and abilities are built on a foundation of qualification. Our Service invests millions of dollars in advanced courses and training aids to develop our aviators (officer and enlisted) into highly qualified and certified pilots and aircrew. That said, your development begins by maturing past that qualification; it represents the foundation on which the true profes-

sional builds. A high level of proficiency is the desired end-state. Successful aviators, those we look up to and emulate, recognize that there is a requirement for life-long learning. Each of us should be an expert in our Air Ops Manual (M3710), our respective flight manuals and the Federal Aviation Regulations/Airman's information Manual (FAR/AIM). We should pursue advanced certification from the FAA, flight instructor designation, training certification and the myriad other opportunities that exist in the aviation field. Herein lies the graduate-level knowledge of our profession.

Aviation is a dynamic field subject to **constant change**. What is true today in tactics, aircraft systems or airspace regulations will look differently tomorrow. This has been particularly true since the heinous events of 9/11 when our role shifted to the dual focus on maritime safety and security. We have upgraded our aircraft and adopted new mission requirements including AUF, RWAI and VI. Cockpits, engines and airframes are new or have been modified. FAR changes have altered the airspace structure. All of this combines into a destabilizing influence that demands much of today's aviator. From an organizational perspective, we have not done justice to the rate of change. Norms for flight test, documentation and training have not been adhered to. Doctrine and procedures have existed in draft form for too long. In the cockpit and cabin, aircrews are faced with changing configurations. As new and modified airframes mature, as we codify TTP and align resource driven capacities to mission tasking, the aviation environment should achieve a more stable condition. We are committed at all levels of the organization to achieving this goal.

As we bring the recommendations of the ASAAP project to fruition, we must focus our efforts to achieve the desired critical effects. We must reaffirm our collective commitment to recognize and manage risk, as aircrews and not just as individuals. We must reestablish the **discipline to approach every flight evolution recognizing and preparing for its inherent risk**. We must ensure that the aviation team is educated, trained, qualified and proficient; in short ready to accomplish each mission safely and effectively. With the responsibility entrusted to each of us as Coast Guard Aviators comes accountability to each other, our Service and the Nation to be fully prepared, focused and professional in our approach to each and every mission.

We benefit from a proud legacy, stretching back nearly one hundred years. The accomplishments of our forbearers are the stuff of legends. We live in a present defined by a Coast Guard that is held up as a model agency in government because of our recent achievements. Most importantly, we owe to the future of Coast Guard aviation the enculturation of sound doctrine, tactics and ethics in the aviators of tomorrow for therein lies our strength.

It has been more than a year since our last serious mishap. As a community, we are getting back on track but remaining so requires commitment from each of us no matter our position in the organization. I urge everyone involved in our aviation enterprise to reflect on what was revealed in the ASAAP project and discussed here. Renew your individual commitment to the Coast Guard Aviation Team and our safe and effective mission execution, every time. Your life depends on it! Semper Paratus.



Mobile, Alabama Commemorates Coast Guard's 221st Birthday

WHEREAS, *The United States Coast Guard was established on 4 August 1790 when the first Congress authorized the construction of ten vessels to enforce tariff and trade laws and to prevent smuggling; and*

WHEREAS, *The Coast Guard plays a crucial role in all aspects of life in Mobile, including support to Maritime Commerce, Aid to Navigation, Recreational Boating Safety, Maritime Environmental Response, Marine Inspection, Port Safety and Security, Aviation Training, and National Defense; and*

WHEREAS, *Mobile is host to major Coast Guard commands including Sector Mobile and all of the units under Sector Mobile, Aviation Training Center Mobile, Gulf Strike Team, the Coast Guard Auxiliary, Cutters CGC Barbara Mabrity (WLM-559), CGC Cobia (WPB-87311), CGC Saginaw (WLIC-803), and CGC Stingray (WPB-87305) and is a vital part of life in Mobile; and*

WHEREAS, *The men and women of the United States Coast Guard are our Maritime Guardians, true professionals who dedicate their lives to the defense of the United States and her citizens, who selflessly serve our country performing their duties in a manner that secures the trust and confidence of mariners and citizens, remaining Semper Paratus...always ready; now therefore let it be*

RESOLVED, *That I, Samuel L. Jones, Mayor of the City of Mobile, along with the Mobile City Council, do hereby proclaim Thursday, August 4, 2011 as*

COAST GUARD DAY

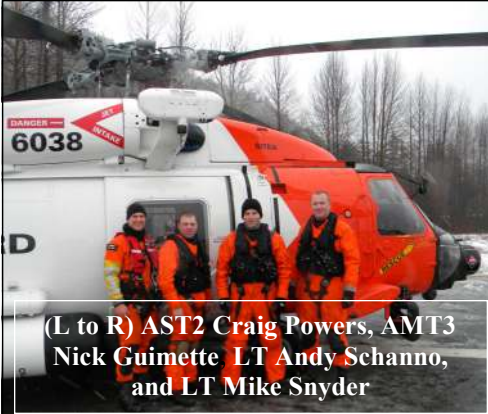
in the City of Mobile.

Done at the City of Mobile, Alabama This 2nd day of August, 2011

ANNOUNCEMENT OF 2011 COAST GUARD FOUNDATION AWARD RECIPIENTS

THE COMMANDANT HAS SELECTED THE FOLLOWING COAST GUARD UNIT FOR RECOGNITION AT THE 31ST ANNUAL COAST GUARD FOUNDATION "SALUTE TO THE COAST GUARD" AWARDS CEREMONY. THE CEREMONY WAS HELD IN NEW YORK CITY, 13 OCTOBER 2011.

COAST GUARD AIR STATION SITKA CREW OF CG 6038 (LT ANDY SCHANNO, LT MIKE SNYDER, AMT3 NICK GIUMETTE, AND AST2 CRAIG POWERS) WERE RECOGNIZED FOR THEIR HEROIC AND SKILLFUL RESCUE OF A SERIOUSLY INJURED HIKER FROM A CLIFF ON THE SIDE OF MOUNT RIPINSKY ON 6 JANUARY 2011.



(L to R) AST2 Craig Powers, AMT3 Nick Guimette, LT Andy Schanno, and LT Mike Snyder

On the afternoon of 05 January, CG 6038 was launched from Air Station Sitka for a hiker who had become disoriented in a snowstorm and fallen down the face of Mt. Ripinsky near Haines, Alaska. The hiker was in contact with State Troopers via cell phone and relayed that he was unsure of his position, was on extremely steep terrain, had no survival gear and had sustained injuries during his fall. CG 6038 arrived on scene to find limited visibility, low ceilings and rapidly diminishing daylight. Making optimal use of their resource the crew of the CG 6038 used radio communications coupled with the aircraft's powerful searchlight to narrow down the hiker's location and vector ground teams to an approximate position. Returning at first light the following morning, CG 6038 climbed above the cloud deck to the hiker's estimated altitude and began a slow, vertical ascent of the ice-covered cliff face. Battling snow squalls and one-half mile visibility, CG 6038 located the injured hiker on a three by three foot precipice at 2,600 feet. After dumping fuel to reduce power required for the hover, CG6038 moved into position above the survivor, conducted an overhead check and began a 140' hoist of the rescue swimmer to the 70+ degree slope. The Aircraft Commander skillfully commanded the crew while CG 6038 successfully completed a quick stop recovery of the survivor as visibility rapidly decreased to zero outside the aircraft. Once the hiker was safely in the cabin, CG 6038 descended down the mountain while maintaining visual reference with the cliff face and delivered the survivor to waiting EMS.

[LT Schanno commented in an email: "The dinner and the whole time in New York City was one of those "once in a career" type experiences. The Foundation took great care of us and it was an honor to receive the award. Hundreds of CG aircrews have taken on tough and at times hazardous cases in the past year, so to be singled out was very humbling."...Ed]

AirSta Washington Retires VIP Aircraft by CO Ptero Kory Benz, Aviator 3152



On 16 September, the CG flew its only Challenger 604 (military designation C-143) on its final mission to the Bombarrier Service Center in Tucson, AZ.

Placed into service as a Medium Range Command and Control Aircraft in December 2005, CG-102 was the only aircraft in the US military inventory to bear the C-143 designation. The Challenger 604 is one of the most widely-used business jets in the world and proved itself immensely capable as a personnel transport aircraft. The aircraft was reliable, safe, and comfortable for a right-sized travel party. Powered

(overpowered) by the same brawny GE turbofans that power the A-10 warthog and the S-3 Viking, and navigated by an intuitive, user friendly Collins Flight Management System, the plane was a joy to fly. All told, the Challenger 604 flew nearly 3,000 hours in support of our executive transport mission and boasted an availability rate in excess of 98%; a credit to our immensely professional hangar deck, sound design and meticulous upkeep.

AirSta Washington enjoyed great success with the aircraft, flying it to destinations throughout the world. Easily capable of global reach, some of the more notable destinations included the Galapagos Islands, Midway Atoll, Russia, various European venues, Barrow, AK and the Middle East. On a personal note, I have had the distinct pleasure of being assigned as XO and CO of Air Station Washington while the Challenger was on the ramp. It was an incredible aircraft to fly and was always ready to meet any worldwide transportation challenge. CG-

102 flew hundreds of missions safely transporting Commandants, Vice Commandants, Secretary's, CODELS, and family members alike with outstanding mission success. It kept our crews safe while they did the work of this unit and I always felt assured they were operating the best equipment available. Truly, CG-102 served our nation and service well!



Ptero Ray Copin, Aviator 744, was spotted reading the PTEROGRAM in July at Norway's North Cape, Europe's northernmost point, 71 deg., 10 min N., while celebrating his 35th wedding anniversary.

AirSta Cape Cod Celebrates 41st Birthday by LTJG Bruce Jeffries, USCG



LCDR Brian Wallace (retired) and SN Josh Tonneas cut the birthday cake. The oldest and youngest members of the Air Station cut the first piece together.

CG Air Station Cape Cod <<http://www.uscg.mil/d1/airstacapecod/>> celebrated its 41st year of saving lives, preserving our nation's natural resources, and enforcing U.S. law, on 29 August.

Captain David Throop, the 14th Commanding Officer of the Air Station, hosted the ceremony to celebrate the historic past of the Air Station. Personnel gathered together commemorating the rich history of the Air Station. Coast Guard Auxiliarist Don Ladd read a brief history of the origins of Air Station Cape Cod and the many notable missions throughout the years. CAPT Jim Perry (retired) and LCDR Brian Wallace (retired) were present and shared a few thoughts and memories from the first years of the Air Station. LCDR Wallace is a plank owner, one of the first officers to serve at Air Station Cape Cod.

Captain Throop commented on the ceremony, "While we continue to assist with recovery efforts from Irene, it is important to recognize the tremendous contributions of the men and women of

Air Station Cape Cod to our legacy of excellence and professionalism as we go forward."

Air Station Cape Cod was commissioned on August 29th, 1970, the combination of Air Station Salem, Mass. and Quonset Point, RI. The first reported rescue for Air Station Cape Cod was on October 19th 1970 when four survivors from a sailboat off of Nantucket were brought to safety. Nearly 41 years later, on August 15th 2011, the Air Station conducted a life-saving rescue of a 77-year-old man who went overboard from his sailboat in severe weather.

The Air Station has saved an estimated 6,150 lives, \$615,000,000 in property, and conducted over 12,300 missions in the period between the first and most recent rescues.

[Photo by Michael Dubin, ASCC]



AirSta Sacramento Hosts Naval Aviation Bicentennial Open House



On 27 August, the main gate at CGAS Sacramento opened for the entrance of Sacramento area visitors to explore the AirSta, investigate the aircraft on static display and watch some SAR demonstrations.

Under the command of Captain Mike Eagle, the entire AirSta complement participated in welcoming the approximately 800 guests who took the opportunity to learn more about the CG and, in particular, CG aviation and its connection with 100 years of Naval Aviation. Besides the AirSta's C-130, an HU-25 from ATC Mobile, an H-60 from AirSta Astoria, and an H-65 from AirSta San Francisco were on display. In the afternoon, following an HC-130H airdrop demonstra-

tion, the H-65 demonstrated its hovering and SAR hoisting capabilities to the crowd. Other aircraft on display included a CG Auxiliary aircraft, fire-fighting aircraft from the California Dept. of Forestry, display aircraft from the nearby Aerospace Museum of California, and the CG's own ARFF aircraft crash and rescue fire truck, manned by Sacramento Metro firefighters.

Although it was a hot afternoon on the ramp, the crowd seemed to enjoy every aspect of the Open House, and gained a greater appreciation for the CG and its many missions. Of note is the fact that an HC-130H had deployed very early that morning to fly an urban search and rescue team from Oakland to New York City to assist in the aftermath of Hurricane Irene.

[Photos by Ptero Jerry Mohlenbrok]



Air Station Kodiak, Alaska

By LT Scott Wilkerson & PA3 Charly Hengen



CG AirSta Kodiak is situated on beautiful Kodiak Island, Alaska's Emerald Island, 250 miles SW of Anchorage. Kodiak is the second largest island in the US, encompassing 3,595 square miles in area.

The AirSta was commissioned as an Air Detachment on April 17, 1947, with one PBV Catalina aircraft, seven pilots, and thirty crewmen. It represented the first permanent CG aviation resource in the region. Currently, the air station hosts four HC-130 Hercules aircraft, four MH-60 Jayhawk helos and four HH-65 Dolphin helos.

The primary mission of AirSta Kodiak is to provide aircraft and crews in support of the CG's core missions which include: search and rescue operations; enforcement of laws and treaties; marine environmental protection; aids to navigation; military defense; disaster control services and relief; and assistance to numerous local, state, and federal agencies. The AirSta's area of responsibility covers 4 million square miles throughout the Gulf of Alaska, Bristol Bay, Bering Sea, and the Pacific Ocean above 40N latitude. The HC-130H and MH-60J aircraft serve as the primary SAR response assets.



The workhorse of the CG, the C-130 Hercules, stays busy hauling cargo to

remote locations across Alaska and conducting Arctic Domain Awareness flights. Since the ice edge is receding more and more each year, the bi-weekly ADA flights get eyes on the coastal villages, spot any vessels transiting the Arctic region, and assess the ice edge and its impacts. Not only do the Hercules aircrews conduct Maritime Boundary Line law enforcement missions to prevent foreign fishing vessel encroachment into the US Exclusive Economic Zone, they also conduct numerous logistics support flights to deployed helo crews and isolated Seventeenth District units in remote Alaskan villages.



The MH-60 Jayhawk helo is the primary search and rescue platform. In addition to providing a 24/7 ready in Kodiak, H-60s and crews are forward deployed to St. Paul Island, Cold Bay, and

Cordova during the busy fishing seasons. This places a Jayhawk rescue crew closer to mariners for a lessened response time in the event of an emergency. Additionally, the H-60s support aids to navigation operations throughout the 17th District AOR by hoisting maintenance crews as well as towers, navigational aid parts, and other equipment.



The HH-65 Dolphin helo's primary mission in Alaska is to provide High Endurance Cutters with a reliable airborne asset during an Alaska Patrol, or ALPAT. A short-range SAR and law enforcement platform, the Dolphin provides reconnaissance and logistics capability to cutters operating in some of the planet's harshest conditions. Although primarily used for fisheries law enforcement in the nation's most active fisheries, all-weather Dolphins are commonly launched as the first response to SAR cases in Alaska's remote areas while deployed aboard ALPAT cutters.

Alaska has some of the worst weather conditions CG aviators can expect to encounter. It's not uncommon for storms to bear down upon Kodiak with winds in excess of 50 mph, zero visibility, or extreme fog. In February 2011, an MH-60 Jayhawk helicopter crew battled blizzard-like conditions and 52 mph winds as the aircrew rescued five fishermen from the 68-foot fishing vessel *Midnite Sun*, which ran aground 36 miles northwest of Kodiak in 18 to 20 foot seas. Thankfully the fishermen were brought safely back to Kodiak Island where their loved ones met them with open arms.

Due to Alaska's vast coastline, AirSta Kodiak aircraft routinely conduct long-range medevac missions along the Aleutian Island chain. In September 2010, AirSta Kodiak utilized three MH-60 aircrews and one HC-130 Hercules aircrew and flew over 1,800 miles to conduct a long-range medevac near Adak. During 2010, AirSta Kodiak crews flew more than 800 flight hours on 230 search and rescue sorties, resulting in 79 lives saved and 102 lives assisted.



ICEBREAKER SECTION LAW ENFORCEMENT DETACHMENT ONE

ALASKA PATROL OCT-NOV 1972

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

In January of 1969, my wife of one month Margarita and I, LT Ron Huddleston, reported to CGAS [Coast Guard Air Station] Chicago. We had all our belongings in the trunk and backseat of our car. The Air Station had not been commissioned yet and the only personnel onboard were the Captain, Will Shaw, and a YN2 [Yeoman, Second Class]. I reported in to the CO [Commanding Officer] and he asked if I had my flight gear with me. I answered in the affirmative and he said "...good, I need you to fly commercial to New York City and then drive to the Sikorsky Aircraft Plant and join up with LCDR Montali who is already there and needs a copilot to pick up our new helicopter." I said that my wife and I had just returned from our honeymoon and that she was waiting in the car and that we had no place to stay and did not know anyone in the area. He told me to bring her in to the office and he explained to her that he was very sorry for sending her husband off so abruptly but he had no choice but to send me as I was the only pilot available at the time. He then introduced us to the YN2 and told her that he would be available to assist her in locating a place to stay and moving in while I was gone for three or four days.

We found a motel nearby and I left the next day for New York and discovered that all of my flight gear and luggage was missing/stolen. I called my new bride and told her what had happened and that I had no idea when I would return. She said she would look around the area for a place to rent while I was away. She found a nice apartment and sent for some furniture that we had purchased while visiting with my parents in Indiana. The delivery was scheduled and she called the YN2 for assistance in moving the furniture into our new apartment. The YN2 was on leave. That was her welcome to the CG. I had serious doubts that she would still be there when I returned and was overjoyed that she had stayed and waited for me. We picked up HH-52A 1466, the last HH-52A manufactured by Sikorsky, and returned to CGAS Chicago where I had a rather chilly reception from my wife.

After two winters of flying in the

windy city, we received orders to the CG Aviation Training Center Ice-Breaker Section in Mobile, AL. So, a pregnant Margarita and I sold both of our year-old sedans and purchased a huge new Ford station wagon and headed to the sunny south. Our baby girl arrived in September and I completed my shipboard helo training and departed for the CG Ice-breaker NORTHWIND (WAGB-282), home-ported in Seattle, Washington, in November of 1971. The two helo detachments landed aboard NORTHWIND and departed for Operation Deep Freeze in Antarctica. During the deployment, we encountered rolls of up to 60-degrees, seas--high enough to take off the door to the crow's nest on top of the mast, and winds over 100 knots.

In the spring of 1972 I had returned from a 7-month cruise on board the NORTHWIND. It was a million dollar experience that I really did not want to repeat as I had to leave my wife and new baby girl back in Mobile when she was just 2.5 months old and our baby did not know her Daddy when I returned. When asked about my choice for my next deployment, I requested that my next shipboard assignment be less than six months if possible. To my great surprise and delight, I was offered the chance to be the Senior Aviator of the first three AVTRACEN [Aviation Training Center] IBSEC (Ice-Breaker Section) Alaska Law Enforcement Detachments deployed aboard 378' Hero [Hamilton] Class CG cutters during Alaska Patrol 1972.

The "Alaska Patrol" was a multi-purpose operation. It combined the enforcement of United States laws concerning the territorial sea, its contiguous fisheries zone, and its various international treaties and agreements with surveillance functions, scientific research collection and SAR included. The aviation detachment was used to assist CGC JARVIS in the accomplishment of her missions. The patrol was divided into two phases to coincide with the presence of the assigned National Marine Fisheries Service's [NMFS] agents.

IBSEC Law Enforcement Det. # 1 was formed using IBSEC personnel and an HH-52A from AirSta Annette, and logis-

tic support from AirSta Kodiak. HH-52A 1383 was assigned and ferried by Annette personnel to Kodiak where it was placed in temporary storage status pending arrival of detachment personnel. A helo support kit for a single helo was assembled and shipped to CGAS Kodiak from CGAVTRACEN on 14 September 1972. All pre-deployment administrative preparations were completed and my crew, consisting of AD1 Hawes, AT1 Lawson, AD2 Page, AM2 Hicks and AE2 Robertson, departed for CGAS Kodiak on 24 September where they were to prepare the helo for sea. Lt Bill Wolfe and I arrived in Kodiak on 2 October and flew a test flight of 1383 with no discrepancies noted. We finished acquiring all our necessary navigational pubs and Aleutian Chain briefings from Kodiak pilots and awaited the arrival of USCG Cutter JARVIS.

JARVIS, home ported in Hawaii, was commissioned in August 1972 and was on her first Alaska Law Enforcement Patrol when she arrived and moored at Woman's Bay, Kodiak, Alaska on 6 October. On 8 October, HH-52A 1383 landed aboard JARVIS and LAWENF DET 1 became the ship's first Aviation Detachment. Departure for the patrol area was delayed until the 11th due to ship's main propulsion problems. I was thinking how lucky I was to be aboard a brand-new ship on a patrol in Alaskan waters that could not possibly be as rough as the roaring 60's off Antarctica.

The patrol was divided into two phases to coincide with the presence of assigned National Marine Fisheries Service agents. Flights commenced with the arrival of our first NMFS agent and one observer. We flew familiarization flights for the agents to include hoisting them to and from JARVIS as we would occasionally hoist the agent down to suspect fishing vessels in order to inspect vessel documents and type of catch in the hold and in the cook's freezer in the event they were feeding their crew with banned species that were to be returned to the sea as incidental catch. I was greatly impressed with the expertise and courage of NMFS agents as I would have been hesitant to go aboard some of those fishing vessels if they were

moored at the dock. We also were tasked to identify the various species of marine mammals and birds within the assigned area. The majority of our flight operations were conducted in the vicinity of Shumagin, Fox and Pribilof Islands, plus portions of the Southern Bristol Bay.

On 14 November, a large storm was approaching from the north and seas and winds were rapidly increasing, so the Captain decided to put into nearby Dutch Harbor to find some shelter from the storm. We anchored in the harbor at 1145 in light wind and intermittent rain and snow showers. After sunset around 1900, the wind was increasing and the barometer was dropping. The Captain made some adjustments to the length and direction of the anchor chain and again around 2300 as the winds were up 30-40 knots with gusts to 50. He then placed the main diesel engines on five-minute standby and instructed the officer of the deck [OOD] to call him if conditions changed appreciably and made it clear that he was concerned about the possibility of the anchor dragging. Early on the morning of the 15th around 0200, the winds increased to gusts of 60 to 70 knots and radar operators in CIC [Combat Information Center] informed the OOD that the ship had moved north 200yds with the wind. The QM3 [Quartermaster, Third Class] told CIC that the bridge did not concur. The Ensign on the bridge obtained additional radar data and confirmed the ship was moving around 0230. He then called the Captain who was asleep in his cabin fully clothed. About that time, I was awakened in my below deck cabin by the sound of the engines and the anchor windlass. At 0317, I heard a loud grinding noise scraping along the hull on the starboard side for what seemed to be an extensive period of time. Soon thereafter, the emergency klaxon went off and all hands were to report to their Emergency Stations: "THIS IS NO DRILL" was announced which came as no real surprise based upon the noise of the uncharted pinnacle scraping along the starboard side.

I went to the aviation detachment emergency station which was the aerology office forward of the flight deck. I mustered my crew and then went to find out what was happening. I went first to Damage Control Central [DCC] and asked one of the assistant engineers what our status was and he offered to escort

me to the engine room where the DC [Damage Control] crew were trying to plug a leak on the starboard side near the bottom of the hull, and water was shooting up to the top of the engine room.

The Engineering Officer was on emergency leave and the Assistant Engineer, a senior LTJG, and a CWO were in charge of damage control and they thought that they could plug the 4-by-6-inch L-shaped hole without much difficulty. It was actually an 11-by-12 L-shaped hole. During the rest of the night, the plug was installed and the flooding was mostly controlled. Sometime after daylight, the Operations Officer told me that the plan was for the ship to return to Hawaii for repairs. I mustered my detachment and told them the plan and explained that I would rather fly our helicopter and crew back to Kodiak. Bill and the crew all agreed then I went to the bridge and expressed our desire to fly the helo back to Kodiak. I also asked the Captain if two of my crewmen who were licensed scuba divers could inspect the starboard side of the underwater hull as we all suspected that there may have been extensive damage due to the length of time that the hull scraped along the pinnacle. The Captain informed me that he also had recreational divers in his crew but that none of them were CG certified so he could not use them. He really did not want the helo on his deck in the kind of weather he knew he would be transiting and agreed that my detachment could return to Kodiak if the 17th District would approve. A message asking approval was sent and the District would not approve as it was too hazardous to fly a single-engine helicopter that distance back to Kodiak without an escort as there were large expanses of open water to be transited. So, Alaska Patrol Det. # 1 was going to Hawaii.

At 1400 on 15 November, JARVIS departed Dutch Harbor, Alaska for Hawaii. We immediately encountered heavy seas and high winds outside the Harbor entrance. South of the Akutan Pass, the "zipper" along the starboard side of the hull began to open up and heavy flooding began in earnest. The klaxon sounded again and all hands went to Emergency Stations. Thinking that we would return to Dutch Harbor, I was not overly worried. I mustered my crew again and then went to DC Central and jokingly asked one of the Assistant Engineers "How high is the water, Doug-

gie?" and he became visibly and vocally upset. That was when I realized that the beautiful brand new ship and everyone on it were truly in an extremely dangerous situation.

There was a TV remote in DC central and Doug was keeping track of the flooding in the engine room with grease pencil lines on the TV screen and the water was rising very fast. Attempts were made to control the flooding with ship's pumps but the pumps could not keep up with the flooding. The ship's crew fought valiantly risking life limb and their health in the freezing Alaska flood water trying to save the ship. I returned to my aviation detachment and told them that the ship may actually sink and we had better think about the probability of abandoning ship. Then I said that we had the best life boat on the ship and we ought to think about the possibility of launching the helo if it came to actually abandoning the ship.

We had experienced 40 degree rolls and 50 knot winds with the helo tied to the deck, but we certainly didn't work on it in those conditions. Unfolding the blades manually in conditions like that seemed impossible, but AD1 Hawes and AT1 Lawson thought they could do it if we waited for a lull and timed the blade unfolding between gusts. So, I told them to brainstorm it and, if they could do it safely, Bill and I would fly it off the deck.

Around 1900, the engine room containing all main propulsion, dewatering pumps and main circuit breaker panels was completely flooded and we lost all mechanical and electric power. JARVIS was adrift without power in heavy to mountainous seas up to thirty feet, winds gusting in excess of sixty knots, blowing snow and freezing temperatures.

A GE-T58 jet turbine engine--the same type of engine that powered our HH-52A helo--installed above the main deck provided emergency electrical power to the ship; enough at least to provide power for the ship's radios, bridge and flight deck lighting. A Mayday signal was broadcast. I was ordered to report to the Bridge and told by the XO [Executive Officer] that preparations for abandoning ship were already underway and that the combined effects of the sea height, large sail area of the ship, and the attached helicopter coupled with the wind effects of the heavy weather resulted in heavy rolling. The situation

spelled imminent danger for all hands. He also said that the only pumping capability left on the ship were the two gasoline powered dewatering pumps from my helicopter and ones that the ship carried aboard for dewatering smaller vessels in distress. Gasoline for the pumps was in need of replenishment and a CG C-130 airplane was enroute from CGAS Kodiak to drop emergency equipment, including barrels of gasoline, to the ship. The plan was to push my helicopter over the side to lessen weight and to clear the area for parachute drops.

I returned to the flight deck where my crew were waiting and told them of the plan to ditch our helicopter. Bill and the rest of the crew were united in attempting to launch the helo. At 2110, I went to the bridge accompanied by Lt Bill Wolfe. I asked the CO and XO for permission to launch the helicopter intending to improve ship's stability and to ferry as many of the ship's 170 man crew to dry land as possible when it became necessary. I planned to fly to Akutan Island and try to find an area with enough beach available to land and drop off three of my crewmen so they could light a large fire as a beacon to use for evacuating the ship. The CO was extremely reluctant to consider such an operation due to the hazardous conditions. After weighing all factors and discussing our plan to launch, the CO gave us permission to launch at my discretion cautioning that if, in my opinion, it became too risky we were to abort. The XO took charge of the flight deck as the Helicopter Control Officer (HCO) to ensure the best possible aircraft launch. He then handed me the ship's roster and told me that he would have the young single crewmen first in line for evacuation as they had not experienced much in their lives yet and they deserved to get more of a chance to live.

Flight Quarters were set and when we got back to the flight deck AD1 Hawes, AT1 Lawson, AD2 Page, AM 2 Hicks and AE 2 Robertson had already removed the protective cover from the aircraft and were preparing to unfold the main rotor blades. Lt Wolfe directed the unfolding of each blade. The Aleutian weather gods were kind to us as we did not have to wait long for a brief lull in the winds. Two men were on the rotor head with safety harness attached while our first class petty officers manned the blade crutch. The first blade was nearly

in position to insert the bolt joining the blade cuff to the rotor head hub when a gust took the rotor blade out of the crutch and it flew up then back down to the flight deck. AT1 Lawson, a big man, caught it as it drove him to his knees and the blade spar contacted the deck edge combing. AD1 Hawes and I inspected the rotor blade pressure indicator and the spar as it had a noticeable ding in it; then he smoothed it out with an emery cloth and declared it safe for flight. The other two main rotor blades were then unfolded without further difficulties.

I told Bill to take the right seat as he was an ex-Army helo pilot with at least three more years of stick time than I had and I wanted to make sure that the tie down removal and launch timing were optimized. We then explained to the HCO how we wanted the launch to proceed a bit differently than normal. All tie downs were left on for engine start and rotor engagement. After engagement, detachment personnel removed the secondary chain tie downs then they all boarded the aircraft for takeoff. The flight deck was cleared of all personnel with the exception of the ship's tie down crew and the LSO [Landing Signal Officer]. Then, when we were certain about the timing of the major swells, I would signal for removal of the main tie downs to coincide with our approaching the top of a swell; then we would launch into the air like a startled bird. It did not work quite that well.

When we completed our check lists, I signaled for removal of the main wheel tie downs. The deck crew removed the starboard tie down swiftly but the young man on the port side could not remove his tie down and the helo skidded slightly to port and stopped. I immediately told Bill to stay on the deck and signaled for the main wheel tie downs to be reinstalled. Then I motioned for the tie down crew to come over to my cockpit window and told them in a loud voice that if the helicopter flips over on the deck we might all die including all the folks on the flight deck. Then I said let's do it again and remove the tie downs together this time. After my heart rate subsided, we read the take off check list again and I told Bill I would try to time lift off again to coincide with the peak of the main swell and as soon as we got two tie down removal confirmation to take off. The second try was the charm, our helicopter wanted to leave the ship

as much as our crew did.

Soon after getting airborne, we heard this wonderful voice on the radio "Is that you Bill? Did you guys really take off from the ship?" It was a CG C-130 pilot who had been stationed with Bill Wolfe previously at CGAS San Francisco. They informed us they were really glad we got off the flight deck as they were concerned about dropping a barrel of gasoline on the flight deck with a helo tied to it. The procedure was to parachute the barrels down with a trail line tied to each barrel hoping to drag the trail line across the deck so the ship's crew could retrieve the barrel from the water with the trail line. It was fortunate for us that we did get airborne as the only barrel of gasoline recovered by JARVIS actually landed on the flight deck. I then asked the C-130 pilot for a vector to the nearest suitable landing site on Akutan Island and then informed him that we were going to land and set up a place to drop off ship evacuees. He gave us a compass heading and told us to follow him to Broad Bight on Akutan Island. Once we got our compass tracking correctly, he told us to stay on that heading for about 20 miles then he began to set up for the supply drop to JARVIS.

We headed north into the wind with our hover lights and steerable nose light on trying to maintain visual contact with the seas, but with the blowing snow, heavy winds and seas, I elected to fly on instruments at 140 feet with the hover lights off and nose light on thinking that if our single engine iced up we would have a second or two more to put it down safely than at 40 feet. Eventually we encountered the surf line then the rocky coast line. I took control of the aircraft and Bill steered the nose light as we visually followed the rocks to the east until we found Broad Bight, a sandy beach large enough to land on. We then dropped off three of our crewmen with some pallets, gasoline and a PRC-63 survival hand-held radio then informed JARVIS and the C-130 of our three crew members' location. We then departed Broad Bight to return to JARVIS to begin evacuating as many ships crew as fuel allowed.

[To be Continued in PTEROGRAM issue 1-12...Ed]



Ye Olde Report of the 35th Annual Ptero Roost, 10-13 November 2011

By Ptero Steve Goldhammer, aviator 1207, with contributions from Ptero Ray Copin, aviator 744, Ptero Bill McPherson, aviator 1226, and Ptero Ben Stoppe, aviator 1646



This year's 'Roost' began on a beautiful fall Thursday afternoon with a dedication at ATC, Mobile of CAPT Bobby C. Wilks Hall (home of the HC-144A simulator) and the CAPT Brad W. Bean Pond. Opening remarks were made by ATC CO Ptero CAPT Tom Maine, Aviator 2838. He said we're here to honor the legacy of two fine men and their families. CAPT Wilks' relentless pursuit of excellence allowed him to overcome all barriers.



The keynote speaker was VADM Manson Brown, Pacific Area Commander. VADM Brown said CAPT Wilks, Aviator 735, was a pioneer for the ages. He first met Bobby in 1986 as a LT. He felt a unique combination of fear and inspiration upon meeting an African-American Captain for the first time. Captain Wilks exuded such superior professionalism, poise, and bearing that he seemed almost superhuman. Bobby didn't let the social environment of 1956 and the color of his skin dictate and affect his aspirations out of OCS. He was a model of success and the epitome of military bearing. He was proud to see an African-American become a CG ad-

miral before he passed away. His wife, Aida, was the key element of his success. Theirs was one of the greatest love stories in CG history. He was a trail-blazer for CG aviation and a role model for the ages.



Bobby S. Wilks (L), CAPT Maine, Mrs. Aida Wilks, and VADM Brown cutting the ribbon.



Mrs. Cereto Bean (L), Tyler Bean, Ptero VADM John Currier, aviator 1877, VADM Manson Brown, and Ptero RADM Jake Korn, aviator 2209, listen to CAPT Maine and RDML Callahan.

At the Bean Pond dedication, CAPT Maine said that Brad, Aviator 2460, didn't like formalities. He would have wanted to go straight to the party. CAPT Maine related Brad's accomplishments and rapport with the crew while he was XO at ATC. RDML David Callahan, Aviator 2408, Director of Reserve and Leadership, said all of us would hope to emulate him. He was larger than life. He



Chaplain Joseph Johnson (L) looks on as CAPT Maine, RDML Callahan, Cereto Bean & Tyler Bean unveil the Bean Pond plaque.

had an approachable charm and was unflappable. The pond was originally named for him by the crew who loved him. He was a wonderful example to follow.

A reception followed the ceremonies.

On Thursday evening, Ptero Dave Connolly, Aviator 1137, and his wife, Vicki, graciously hosted a gathering of about 35 Pteros and their spouses and friends at their beautiful home on Dauphin Island.



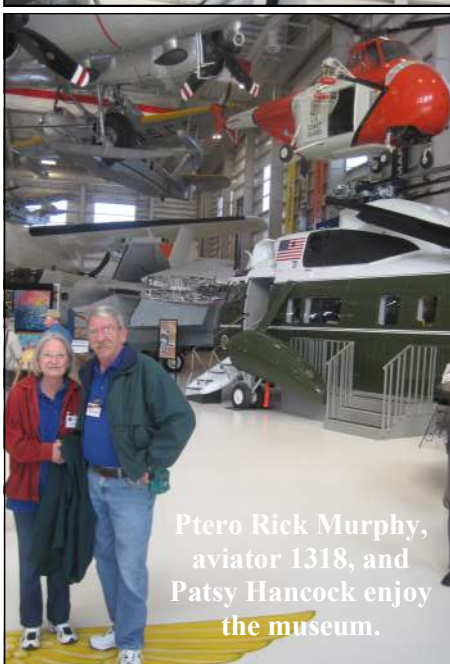
Due to various hurricanes over the years, this is the third iteration of their home. The food was plentiful and delicious, and the libations and stories flowed profusely. A great time was had by all.



Ptero Tom McLaughlin, aviator 1364, (L), Ptero Prez Mont Smith, Edda Ross, and Art Ross enjoyed the festivities.

On a pristine Friday morning, two busloads of us went to the magnificent Naval Aviation Museum in Pensacola to view one awe-inspiring exhibit after another. The beautiful new CG aircraft exhibit brought

back fond memories of days past.



Ptero Rick Murphy, aviator 1318, and Patsy Hancock enjoy the museum.

Then we walked over to the tarmac of Sherman Field to see static aircraft displays, including a B-52 and HU-16E CGNR 7236, and a thrilling air show with vintage warbirds, an acrobatic helicopter, and the fabulous Blue Angels season-ending performance.



This helicopter is really inverted!...Ed



Everyone enjoyed the great chow and each other's company at the reception on Friday evening. The roost committee promised we wouldn't run out of delicious Cajun cuisine, and we didn't. Also on Friday evening, there was a Tribute to Veterans concert in Battleship Park. Ptero Gary Gamble, participated in the concert.



Lynn Stiles (L), Margarita Huddleston, and Pteros Ron Huddleston, aviator 1194 and John Carroll, aviator 1378, enjoyed the reception.

On Saturday morning, our Ancient Albatross, Ptero VADM John Currier, Aviator 1877, conducted an informative and frank one-year review of the Aviation Safety Assessment Action Plan (ASAAP). He was introduced by Ptero Prez Mont Smith who asked everyone to please take their seats. He said he represents the airlines and we have to have an on-time departure. He covered the background of the Aviation Safety Assessment Team.



VADM Currier remarked that "I view aviation in the Coast Guard to have three component pieces: our legacy, the present, and most important, the future. We are duty bound to set our future aviators up for success. The CG is a different service than pre-9/11. Security is a big

mission now, on a par with SAR. That said, your 'graybeard' opinions are highly valued. The Aviation Safety Assessment Action Project (ASAAP) study shows there's been an erosion of trust between the aircrewmembers and the pilots in some arenas. We're working hard to re-establish that trust through open and honest communications. Recently, there's also been a little erosion of trust between the 'graybeards' and current aviation leadership over perceptions regarding accountability. I'd like to put that to rest today." (He reviewed his aviation background to show that he's not a 'chair-bound staffer.') He said that he's been able to overcome being a co-pilot for many of you in the room. Seriously, he was trained by several of you here today.

"The ASAAP project is a year-long work in progress. The impetus was that, in a 28 month period, there were seven Class A mishaps, with 14 fatalities, and there were numerous ground mishaps as well. There were no common causal or contributing factors identified by investigations, so we decided to look at the larger aviation environment to determine the reasons for the degradation in safety. Through the ASAAP process we have been able to derive eight environmental factors that, in the aggregate, have negatively affected aviation safety. These factors were identified by five sub-teams that worked as part of ASAAP. Their independent findings intersected, revealing the eight factors. They included: complacency in the aircraft and chain of command, trust, rate of change, degradation of ORM/CRM principles and practice, lack of focus on aviation professionalism, breakdown in flight discipline and poor risk management. These factors were clearly identified by our aviation workforce, not just the leadership. ASAAP showed us where to focus, the rest is up to our community. I've been to a lot of memorial services, and I don't plan on going to any more. We're all responsible to manage risk; the nature of our job is risk. There's controllable risk, and that which can't be controlled. We are duty bound to mitigate those risk factors that can be managed, then accept those which we can't eliminate. Expectations need to be set, people empowered to do the job professionally and held accountable when they don't. It's as simple as this...if you are doing the King's work, and doing it professionally, to the

best of your ability, the entire organization is behind you. If you chose to act in an irresponsible manner, violate the law or Coast Guard regulations or common sense resulting in someone's injury or damage to equipment, you can expect to be held responsible.

The system doesn't work on autopilot. It takes active, and sometimes intrusive, leadership. The focus is professional mission execution, period! There isn't an agency in government that can do what we can do, much less as well as we do it. We're getting back to a focus on professionalism. There's a big difference between qualification and proficiency. We need to anticipate the causal factors for the next mishap then proactively act to disrupt the famous mishap chain. Our pilots, co-pilots and enlisted aircrew need to have a voice that is heard. The aircraft commander is still the Boss, but his or her crew must participate in decision making during flight ops. Silence is not an option. We in the aviation community all need to be on the same page regarding setting up our future aviators for success."

Ptero Prez Smith said this is the level of professional discourse that he hoped five years ago that the CG would reach.



Ptero VADMs Clyde Robbins (R), av. 726, Terry Cross, av. 1584, and Howard Thorsen, av. 776, along with Pteros Mont Smith and Jay Crouthers, av. 1360, listen attentively to VADM Currier.

After VADM Currier's presentation, about 40 intrepid golfers proceeded to the Azalea City golf course for a fun best-ball tournament.



The winning team: Behnke (L), Brimblecom, Walton, and Johnson.

The winning team (\$30 each) was Mike Brimblecom, Andrew Behnke, Eric Johnson, and Ben Walton from ATC Mobile. Closest to the pin was CAPT Tom Maine. Longest Drive was Mike Brimblecom (372 yds.). Also on Saturday morning, Connie Edward's HU-16E CGNR 7226 was on display at ATC Mobile for old 'Goat' pilots and aircrew to honor and reminisce. Due to a balky engine, PBY-6A N4NC didn't make it to Mobile. Many roost attendees also enjoyed thrilling simulator rides at ATC on Saturday.



7226 visitors can sign the sound-proofing.

A Book Seminar on various aviation topics was held at the roost hotel on Saturday afternoon. Four authors, including Pteros 'Bear' Moseley, aviator 743, and Bob Workman, aviator 914, touted their recent labors of love.

The roost banquet cocktail hour was enriched by the presence of Doug Breau's 'Magnificent Five' jazz/pop/swing band and several gorgeous Azalea Trail Maids.



The banquet hall was beautifully decorated by the roost committee with a Mo-

bile Mardi Gras (birthplace of the Mardi Gras) theme. Souvenir coins, pins, and key chains honoring the Centennial of Naval Aviation were available on each table.



Pteros Bob Workman (L), aviator 914, Prez Emeritus George Krietemeyer, aviator 913, and Dave Spracklin, aviator 2387, tried to see who could tell the tallest tale.

There were many scheduled, and surprise, awards presented at the banquet.



Honorary Ptero Connie Edwards received a plaque from Ptero John Milbrandt, P-3158, commemorating the dedication of HU-16E CGNR 1023 at AirSta Clearwater in May. Connie said he plans to keep the 7226 going 'forever.' He also said the NC-4 was the only aircraft that ever had a bird strike on the aft end of the wings.

In his welcoming remarks, CAPT Tom Maine said that ATC opened on 17 December 1966 and now has 55 buildings, 19 aircraft (four types), and 563 officers and crew. They now have 14 training branches, including an Aviation Capabilities Development Center. He invited us back in five years. Ptero Prez Smith reviewed what the CGAA has accomplished during the Centennial year

of Naval Aviation. Enlisted Ancient Al Ptero Pete MacDougall, P-2900, recognized and congratulated LT Amanda Henderson for her outstanding performance as project officer for AirSta Kodiak's 70th anniversary celebration. He also honored Lynn Stiles, spouse of LT Jim Stiles (deceased), who was one of his early mentors. He thanked Prez Smith and his wife, Linda, for their leadership and encouragement. He also thanked Ptero Ray Copin, aviator 744, his unofficial 'sea daddy,' and Ptero RADM Dave Kunkel, aviator 1726, and Ptero John Whiddon, aviator 1731. He highly encouraged mentoring, 'the gift that keeps on giving.'

Ptero VADM Currier asked for a moment of silence for the six or eight cows that gave up their hides for his new Ancient Al uniform coat. He said he recommended a change of the title 'Ancient Albatross' to 'Mature' or 'Seasoned,' but he didn't get any support. He challenged the legacy and present aviators to support future aviators.



The Chief Oliver F. Berry Aviation Maintenance Award was presented to AMT1 Jacob Linder of AirSta Humboldt Bay by CAPT Mel Bouboulis, av. 2915.



The CAPT Marion "Gus" Shrode Flight Safety Award was presented to LT Jeremy Davis, LT Thomas Huntley, and LT Nicholas Hazlett of AirSta Eliz. City.



AET1 Morrell (second L), AET3 Church, and AM2 Green. Not pictured: LT Parrott, LTJG Feirman, and AMT2 Green.

The CDR Elmer F. Stone Fixed-wing Award was presented to the crew of AirSta Miami's HC-144A CGNR 2306: LT Stacia Parrott, LTJG Daniel Feirman, AET1 Thomas Morrell, AMT2 Casey Green, AMT3 Jacob Eide, and AET3 Jeremy Church.



LCDR Harkins (third L), LT Stoeckler, and AST2 Gerent. Not pictured: AET2 Ball.

The Captain Frank A. Erickson Rotary -wing Award was presented to the crew of AirSta Kodiak's HH-60 CGNR 6013: LT Christopher Stoeckler, LCDR James Harkins, AET2 David Ball, and AST2 Michael Gerent.



Then came the 'surprise' Meritorious Public Service awards by VADM Cur-

rier to: Ptero Ben Stoppe, aviator 1646, for his service as the CGAA Ptreasurer,



Ptero Gary Gamble, aviator 1826, for establishing and maintaining the CGAA website,



and Ptero Tom King, aviator 1775, for his tenure as CGAA Museums/Exhibits Director.



Mrs. Linda Smith was presented a Certificate of Commendation by VADM Currier for her support of the CGAA. Finally, Ptero Prez Mont Smith was presented a well-earned Distinguished Public Service Award by VADM Currier for his five + years of service as CGAA President. Mont thanked all of his staff and asked for support of the new CGAA President, Ptero Steve Reynolds, aviator

2863, in preparation for the Centennial of CG Aviation in 2016.



After the Colors were retired, the festivities continued at the local watering hole.

Sunday's Business Meeting began with a briefing on ATC Mobile's missions by CO CAPT Maine and the State of CG Aviation by CAPT Chris Martino, aviator 2701. Chris said we have so many aircraft that we need a new air station. He referred the audience to the CG-711 section of the 'CG.mil' website for info on all of our aircraft capabilities. Ptero Prez Smith asked how do we get an HU-25 (for a museum). Chris asked Mont if he has a truck. He said the retiring HU-25s can be stored at the boneyard in Tucson, but that costs about \$20K/year/aircraft. He said the goal is to get a Falcon to Cape May so there's some CG aviation visibility at the Training Center. However, that will be very expensive. He said if Mont retires in Arizona, we could put them all in his backyard. Enlisted Ancient Al Pete MacDougall said it would be nice to have a Falcon at the Academy, and they have barge access.

CAPT Martino said he's in charge of the capabilities to fulfill our requirements. The HH-65 Conversion/Sustainment project is a Phased Approach with six Discrete Segments. That's the ability to break things up due to the financial situation. He showed a picture of a Self-propelled Fully Submersible vessel to transport drugs; it used to be called a Submarine. He showed a cartoon of a father talking to his son: "Someday you will make a girl very happy, for a short

period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called pilots." Ptero RADM Dave Kunkel, av. 1726, said it should say 'helicopter pilots.' CAPT Maine closed by saying that we're in a large period of transition that is unprecedented in CG history.

Ptero Don Bellis, av. 802, briefed on the origins of ATC Mobile. He was the first ATC EO. He said he was stunned; he used to fly airplanes when we had to use the pedals. When we bought the first 12 C-130s, they only cost \$11M. The ATC pre-commission started on 4 August 1966. The first office had one desk, two chairs, and a trash can. The third guy at work each day had to sit on the trash can. We were given one year to make the move from Biloxi. The HU-16s came from Biloxi and Bermuda. The commissioning date was 13 December 1966. Every workday was a 12-hour day. He showed a video on the establishment of ATC by Ptero CAPT Les High, av. 549, the project officer. Don said he came back later as the CO and he knew where all of the skeletons were hidden.

Ptero Prez Smith made a pitch for everyone to purchase the CG Aviation History Timeline CD. It's only \$10. Ptero Ray Copin, av. 744, read the list of recently deceased members and the Airman's Prayer. Mont said we tried to get the Ptero Lifetime Member Certificate updated, but Ptero Ham McNatt was no longer able to update his original work. So, we'll keep the original. It's not politically correct, but Ptero VADM Vivien Crea, av. 1820, likes it. Mont said that Dr. Robert Browning and Scott Price, from the CG Historian's Office, have been inducted into the CGAA as Honorary Members. Also, Linda Stephenson, spouse of LT Cliff Hanna, is now an Honorary Member.

Ptero Secretary Paul Milligan, av. 1034, reported that we now have 1,559 members. Of those, 651 are retired and 655 are active duty. That's a good sign. Mont said Ptero 'Pop' Shelley, av. 633, suggested that we honor our new members at each roost reception. Mont concurred.

Ptreasurer Ben Stoppe handed out copies of his report and said they're available via email. He listed several new contributions to the petty cash fund. Ptero Carl Lowry, av. 1467, verified that there is still a lock washer in the kitty.

Ben presented Mont with a Thad Allen Commandant's Challenge Coin from an anonymous donor. Concerning dues, Mont said our liquidity is fine, but we need funds for our Phoenix Project. We have several donations thanks to RADM Kunkel. We've committed our organization to doing the Phoenix Project. Also, dues don't cover the cost of the Pterogram. So, he proposed that annual dues rise to \$30 from \$20 per year and Lifetime membership will remain the same. That will cover the cost of the Pterogram. We also pay for the cost of our annual awards. The motion was passed effective 1 January 2012.

Ptero RADM Paul Busick, av. 1341, proposed going totally electronic for Pterogram delivery. Ptero Gary Gamble said he'll work with Ptero Gary Grow to keep a list of those not wanting the paper version. Ptero Frank Cole, av. 1417, proposed getting the CGAA listed on the Combined Federal Campaign for charitable donations. Mont deferred to Gary Gamble and Gary Grow and said we decided a few years ago not to do that. Pterasurer Stoppe said the on-line donation system works and the CFC takes a cut of the donations. Mont said those members who paid \$100 for life membership should consider a voluntary donation. All funds donated will go to the Phoenix Project. Ptero VADM Howard Thorsen, av. 776, recommended a reminder to the membership to make donations prior to the end of the year for tax purposes. Mont said that was a good idea. Ptero Roy VanderPutten, P-2741, suggested the CGAA open a brokerage account for stock donations.

Mont asked for volunteers for replacements for Tom King, Ptero RADM Jim Olson, av. 1563, and Ptero Skip Deacon, av. 3068, who are resigning from their positions on the CGAA Board. Mont expressed his appreciation to all CGAA Board members and said he accepted his award last night with honor and humility on behalf of them.

Ptero RADM Bob Johanson, av. 869, and Ptero Ray Miller, av. 2141, briefed on the status of the Phoenix Project. Bob said we are committed to fully restore an HH-52A and get it installed at Udvar-Hazy between 2013-14. Rate of change hasn't been a particular problem with this project. It's a collaborative effort between CGAA and the CG. Pterogram 2-11 has a great article by Mont with details. He discussed the future plans.

Restoration at ALC ECity should start next year.

Mont said that Bear Moseley has graciously agreed to extend his commitment as the CGAA Historian. Bear discussed his History Timeline CD. He said it involved 219 interviews and has 519 pages and 512 pictures. If someone did a great job, their name is mentioned. If they did a lousy job, the position is mentioned. Reproduction is encouraged. The valor section will be re-vitalized. The CG doesn't keep a record of DFCs and Air Medals and the lady who did it informally retired. Now you have to submit a FOIA request for that kind of info.

Mont said our message to the Aviation COs is 'Help us help you.'

Ptero Jim Olson said that lobbying for our organization is still an issue. He discussed what we can and can't do regarding lobbying. We need to retain our 501C3 suitability and criteria. He handed out CGAA lobbying guidelines regarding a specific piece of legislation. Speaking to your elected representative in general terms about the attributes of the CGAA is fine. No lobbying should be done without authorization of the CGAA president. Ptero VADM Clyde Robbins, av. 726, asked if we can join MOAA's legislative lobbying efforts. Pterasurer Stoppe said that letters we sign that are proposed by MOAA are from individuals. Mont said the draft lobbying guidelines will become part of our manual of procedure and will eventually be posted on the CGAA website when completed.

RADM Kunkel said he approached companies for assistance with the Phoenix Project and focused on requests for general projects. Then the Board can decide how to allocate corporate contributions. He said the 'Decade of Achievement' brochure was a great project. He asked our members to not request donations but have the Board do it for the CGAA.

Ptero Gib Brown, av. 795, asked for technical help for Gary Gamble. He said Gary's been holding the bag, and the bag's been getting like a blivet. Mont concurred.

Ye Ancient Scribe thanked his roving reporters, field agents, and contributing authors and asked them to keep those great articles and pictures coming in for the Pterogram. He said the next Pterogram could be 50 pages, but some Board members might have a heart attack if

they saw one that big. He reminded everyone to keep their dues current or risk being dropped from the Pterogram mailing list. Mont said we're creating a dunning letter to those behind in their dues and it will be sent out soon.

Enlisted Ancient Al MacDougall said our Centennial is rapidly approaching. He said the Academy Aviation Club, which he advises, hosts crews and aircraft from nearby units as an aviation recruiting tool for 1st class cadets. It's a great program. He discussed Founding Ptero Norm Horton's memorial service and its documentation by Ptero Vic Primeaux, av. 1508. It was a wonderful tribute to Norm. He mentioned that he heard from a Master Chief that he didn't know that aviation enlisted could join the CGAA. He is considering starting an Enlisted Ancient Al Facebook page to get the word out.

Ptero Ray Copin said we're too often saying 'aviators.' We should be saying 'aviation personnel' to be inclusive of the enlisted aircrew. He'd like to see some Master Chiefs on the CGAA Board. Mont said he supports that.

Mont put the prospective CGAA leadership slate to a vote. It was unanimously approved by acclamation. Mont said there was no roost site proposed for next year. It needs to be a west coast location. Air Stations cannot nominate themselves. We may need to hire a roost planner. San Diego is a possibility. Suggestions should be made to our new Prez, Ptero Steve Reynolds. Ptero Bill Geers suggested having the 2016 roost in Mobile, the home of CG aviation, and asked for assistance. CAPT Maine said it's also the 50th anniversary of ATC. Mont said those are two great reasons. He said he asked Ptero Jay Crouthers, av. 1360, to be the new CGAA VP of Annual Gatherings and that he agreed. CAPT Maine made a motion that the 2016 roost be held in Mobile. It was seconded and approved. Ptero Gib Brown suggested considering other alternatives for roost sites besides those with Air Stations. Mont said he will pass that on to his relief. CAPT Maine said holding roost near units is good for recruiting active duty members. Mont said that's a good point.

Ptero Gary Gamble expressed appreciation to Sallie Grow for all of her work on the roost committee.

Ptero Jim Leskinovitch, aviator 1401, [See 'Roost Report' on P. 24]

Air Station Barbers Point, Hawaii by LTJG Dennis R. Westermann, aviator 4341

By: LTJG Westermann CG Aviator 4341



from Monterey, CA to Hilo, Hawaii was 500 miles away from land and was running low on fuel. The pilot estimated he would run out of fuel 100 miles east of Hilo. Both the HC-130 and MH-65 launched in response to the impending incident. The HC-130 joined up with the Cessna and assisted the pilot during the process of ditching his aircraft, advising him on the proper procedure to best handle the water landing. The HC-130 aircrew maintained communication with the pilot during the ditching process and vectored the MH-65, as well as the CGC Kiska to the planned ditching location. The pilot ran out

of fuel merely 13 miles short of land, and ditched his aircraft. He managed to climb out of the aircraft onto the wing. The MH-65 aircrew deployed a rescue swimmer to pick up the pilot, and then hoisted the downed pilot into the helicopter and transported him to the hospital. The flawless teamwork of all the CG assets involved resulted in the man's safe recovery instead of what could have been a terrible loss of life.

People come from all corners of the world to see the beautiful Hawaiian Island chain. There is only one season here in Hawaii and that is summer which means there is no slow or dry season for those at ASBP. Given the immense size of D14's Area of Responsibility, aircraft play a critical role in most District operations, which provide AirSta personnel a wide range of challenges as well as job satisfaction. ASBP supports all major CG missions to include Search and Rescue, Port and Waterways Coastal Security, Law Enforcement with a heavy emphasis on drug interdiction and fisheries enforcement, Maritime Mobility, Aids to Navigation (ATON) support, Natural Disaster Relief, and National Security. On average, ASBP conducts 160 SAR cases, saves 45 lives, and assists 47 people in distress.

CG Air Station Barbers Point began its existence in the Hawaiian Islands in 1945 at what is now Kaneohe Marine Corps AirSta. In 1949, the unit moved to Naval AirSta Barbers Point with a fleet of two PBY-5 Catalina's and one JRF Grumman Goose. The first mighty HC-130 arrived in 1959 followed by Sikorsky HH-52A helicopters which were brought in ten years later to enhance the capabilities of the unit. It wasn't until 1965 that Barbers Point received its current designation as CG AirSta Barbers Point (ASBP). In 1987, the HH-52's were replaced with the HH-65A Dolphin. In 1999, Naval AirSta Barbers Point was dissolved and is now known as Kalaeloa Airport (also called John Rodgers Field), where ASBP still resides. Barbers Point is the only AirSta in District 14. Aircraft routinely search for overdue vessels, and provide medical evacuations throughout the Hawaiian Island chain and 14th District jurisdiction, including Palmyra, Chuuk, Kwajalein, Wake, Christmas and Yap Islands.

As a good example of how busy things can get for ASBP, on 30 July 2011 a MH-65C aided a vessel taking on water off Molokai, Hawaii. Sector Honolulu received a MAYDAY

transmission on CH 16 followed by a phone call from the "P/C KAUILA", reporting they were taking on water and disabled in the channel off of Molokai. The MH-65C launched from ASBP, delivered a dewatering pump and deployed a rescue swimmer to assist the sinking vessel. "P/C KAUILA" was able to dewater, restart their engines, and get underway. The vessel owner later called Sector via their cell phone and advised them that they were safely anchored in Kepuhi Bay, Molokai. Four lives were saved. Meanwhile, Sector Honolulu received a cell phone call and radio transmission on CH 16 from a Personal Watercraft (PWC) operator reporting that he was disabled near Molokai. The same MH-65C crew heard the transmission and marked the position while enroute to the more urgent SAR case. The MH-65C relocated the disabled PWC after being released from the previous case and vectored in a Coast Guard 45 foot Response Boat Medium (RBM) to assist. The RBM brought the 2 persons on board, and towed the Jet Ski to Kepuhi Bay, Molokai. Two lives were assisted on that case as well.

On October 7, ASBP was alerted that a pilot flying a Cessna 310



Target Helo

Just as fixed-wing aircraft before them, early helicopters and their crews had to prove their worth to the Navy, sometimes very unglamorously . . .

By Lieutenant Commander Barrett T. "Tom" Beard, USCG (Ret.)

In 1944, Coast Guard Commander Frank Erickson's helicopter school at Floyd Bennett Field received little attention from the Bureau of Aeronautics. The Brooklyn Navy Yard, however, found the helicopter's unique abilities well-suited to solve a pressing problem: calibrating ships' fire control radars.

Conventional methods using surface targets were insufficient for ships' gunners to meet the new challenge from Japanese *kamikaze* aircraft. The Navy Yard requested the use of one of Erickson's helicopters one half-day per week to be used as a target to calibrate fire control radars. This seemingly insignificant mission was one that eventually led the Navy to accept helicopters into operational use.

A mobile airborne target to calibrate radar became essential to meeting the new menace to naval vessels. Requests to Erickson for radar calibration flights increased in number almost immediately after the first flights, beginning in the middle of April 1944, proved highly successful.

A wire-mesh screen was installed on the

bottom of the fabric-covered HNS helicopter "to improve reflecting qualities," Erickson wrote in a report to BuAer after early successes. He also noted that "the radar office at the [Brooklyn] Navy Yard reported excellent results." Delighted by some acceptance for the little trainer's operational abilities, Erickson continued, "It was not long before the requests for calibration flights were coming in with increasing frequency; but we were glad to make the flights."

It was on one of these missions that this fledgling Coast Guard helicopter-training unit—with its impotent fighting machine—accidentally upset Navy protocol. Normally, when working with Navy warships, the helicopter pilot communicated directly with the ship via radio. On occa-



The steel-tube framed, fabric covered HNS-1 had wire-mesh stretched over the lower fuselage to make it a radar target for naval ships' guns calibration. The 200 horsepower engine was sometimes insufficient for flight on warm summer days, so the aircraft was lightened by removing the radio if two crewmen were necessary. This led to an unexpected and embarrassing first aircraft landing aboard the new aircraft carrier, USS Bennington (CV-20). Igor I. Sikorsky Historical Archives

sion, however, a pilot would fly directly from a training mission to the ship. Frequently, on flights with two pilots aboard, the HNS helicopter, always suffering marginal performance, would have its radio removed to compensate for the weight of the extra person. That was the situation when Coast Guard Lieutenant Junior Grade Barney Mazonson took off without a radio on a student training flight, and then to calibrate the fire control radars on the newly commissioned aircraft carrier USS *Bennington* (CV-20) anchored in Gravesend Bay.

Mazonson's student was Commander R.E. Doll, USN (soon after this incident, BuAer's rotary wing design officer). Without a radio, Mazonson elected to land aboard the aircraft carrier's empty flight deck for his briefing.

"All hell broke loose," Mazonson told Erickson. Mazonson was unceremoniously informed that the landing of the first aircraft aboard a new carrier is an occasion calling for special celebration. According to Mazonson's report, "A slick combat airplane is afforded this honor. But when an insignificant looking helicopter settled down on the deck, it was too much for the captain." The CO,

XO and operations officer were unaware of the scheduled radar calibration, at least as it involved a helicopter. The captain refused to talk to either Mazonson or Doll and gave orders for "flight quarters" to clear the deck of this aberration. The flight deck was then prepared for normal launching of fixed-wing aircraft. Mazonson "lifted the helicopter clear of the deck and took off backwards over the side." An amused Erickson gloatingly noted, "I think the captain got the point!" This is a probable "first" that never got recorded.

Incidentally, 10 years later Coast Guard helicopters again landed on *Bennington*. An explosion, followed by fires below decks, wracked the aircraft carrier while off the New England coast. Two HO4S helicopters from the Coast Guard's Salem Air Station flew to the carrier. The helicopters, piloted by Coast Guard Lieutenants Thomas G. Condon and Richard M. Underwood, landed aboard *Bennington* and began shuttling burned personnel to the Naval Hospital Newport, Rhode Island. They evacuated 34 severely injured sailors from the ship.

The unannounced "first" landing aboard *Bennington* "was the only misunderstanding during

the two years the Coast Guard provided this service," noted Erickson. Moreover, "It was the success of this operation that eventually forced the Navy to accept the helicopter into service. The Brooklyn Navy Yard Commandant, gratified with the early success credited to helicopters, wrote the CNO." In the letter, the commandant stated: "The use of helicopters as targets for alignment of fire-control radar expanded to include alignment of all anti-aircraft and combination surface and anti-aircraft radar."

Erickson summarized: "The Navy Commandant, because of helicopters' outstanding successes, concluded with the recommendation 'that the heli-

Coast Guard Ensign John Greathouse and Aviation Machinist Mate 3/c John Smith were flying a radar calibration mission 25 September 1945 in an HOS-1 near the Philadelphia Navy Yard. Climbing to 5,000 feet, the helicopter encountered turbulence as scattered thunderstorms were building in the area. A sudden jolt with a tearing sound caused Greathouse to look up to see the helicopter's main rotor flying off the aircraft. Greathouse and Smith were now passengers in a spinning, flightless hulk.

Fortunately, both were wearing parachutes. Crewmembers in helicopters then ordinarily did not fly with parachutes. According to one

A sudden jolt with a tearing sound caused Greathouse to look up to see the helicopter's main rotor flying off the aircraft

copter service be continued without interruption."

The helicopter's reputation as a target spread. Soon, the shipyards at Philadelphia and Boston as well as New York sought Erickson and his small helicopter-training unit for this service. On one occasion, a helicopter journeyed on board a new Navy ship from New York to Norfolk, Virginia, to complete calibration while underway in the ship's urgent run to combat in the Pacific. After the helicopter school closed in February 1945, Coast Guard Air Station Brooklyn continued its support to the Navy, assisting in calibration flights until the Navy formed its first helicopter squadron.

Only one accident occurred involving a Coast Guard helicopter during these calibration flights. It is noteworthy because of the circumstances.

account, Greathouse was flying above 700 feet for the first time, which he claimed was the highest he had previously flown helicopters, and then only on those rare instances to practice autorotations. He just decided it was a good time to wear a parachute. Another account claims they were forced to use parachutes, something they otherwise never did, because of Navy regulations as they were flying from the Naval Air Facility, Philadelphia on this flight.

As the fuselage wound up in its twisting, tumbling fall, Smith flipped his seat belt release and was thrown through the Plexiglas nose. He received a few small cuts, but did not reach the ground. His parachute snagged the top of a two-story building leaving him dangling against the



Far Left: Commander Frank A. Erickson, CO of the Navy/Coast Guard's first helicopter training and development unit at CGAS Floyd Bennett Field, New York. Frank A. Erickson papers

Left: John Pershing Greathouse, one of the first (along with Aviation Machinist Mate 3/c John Smith) to parachute from a helicopter, had a long, distinguished career in the Coast Guard. USCG photo



Twenty-seven Sikorsky HOS-1s were built by Nash-Kelvinator, an automobile and refrigerator manufacturer. Some of these aircraft were at the world's first helicopter school, Coast Guard Air Station Floyd Bennett Field, New York in 1944. Two crashed from in-flight failures with no fatalities. Igor I. Sikorsky Historical Archives

wall. His broken leg came later when eager helpers cut the parachute shroud lines from above, speeding his belated journey to earth. Greathouse was ejected through the side of the fuselage where the door had been. According to Greathouse, as he rode the parachute down, he watched the loose rotor spinning like a whirly-gig, wandering in lazy circles nearby “looking and sounding like a helicopter.” He landed unhurt in downtown Philadelphia at the intersection of Broad and Bigler Streets. Luckily, the falling, wingless bird did not injure pedestrians on the street next to the bus stop where it crashed.

Navy squadron VX-3 was commissioned at Lakehurst in 1946 to assume radar calibration duty, which the Coast Guard relinquished. In summary, Erickson concluded that the radar calibration activities “saved time and money by expediting radar calibrations. It is probable that it paid for the helicopter activity at Floyd Bennett Field several times over.”

The frail, mostly unwanted and largely demeaned helicopter, with few demonstrated abilities at the time, moved into acceptance among world's aircraft by simply being a successful target for guns. ★



Lieutenant Commander Barrett T. “Tom” Beard, USCG (Ret.) earned his wings and Navy commission through the NAVCAD program in 1955. During an eclectic Navy flying career, he flew TBM-3 Avengers, AD-5/6/7 Skyraiders, E-1B Tracers, TV-2 Shooting Stars and F9F-8 Cougars, plus SNJ Texans, T-34 Mentors and T-28 Trojans—all as a flight instructor. In 1965, Beard accepted a U.S. Coast Guard commission and flew the HU-16E Albatross, HC-130B Hercules and HH-52A Guardian. During his aviation career, he accumulated 7,000 flight hours in 30 different types of military and civilian aircraft. He holds air transport, seaplane and commercial helicopter pilot ratings. Beard earned a master's degree in history and is the author of more than 30 published articles (eight for Foundation) and five books, including *Wonderful Flying Machines* (Naval Institute Press), contributor to *U.S. Naval Aviation* (Naval Aviation Museum Foundation), *Association of Naval Aviation* (book) and as editor in chief of *The Coast Guard* (Foundation for Coast Guard History). He and his wife of 55 years, Carolyn, reside in Port Angeles, Washington. His writing career was interrupted for 18 years as the couple sailed their sailboats approximately 160,000 miles and circled the globe nearly twice, visiting and living in more than 35 countries. He still escapes from the keyboard to the skies in a Cessna on clear days.



Mail Call!

This issue's mail is brought to you by
HO3S-1 CGNR 235 at the National
Museum of Naval Aviation.



Raise Your Glasses

Over the last few years, the Association of Naval Aviation (ANA) has had the very good fortune to work closely with one of our members in his capacity as the President of the US Coast Guard Aviation Association, *The Ancient Order of The Pterodactyl*.

During that time, **CAPT Mont Smith**, USCG (Ret) has been a close and loyal associate who has very unselfishly given tremendous assistance and cooperation to help the Association of Naval Aviation and its members. The list goes on but, in a nutshell, Mont ensured ANA had all the CG "gouge" – the USCG releases, ALPTEROs and other tidbits – for dissemination to our ANA members, all to keep them fully informed. He provided great help to assist the Association in its annual aviation awards program, especially in our efforts to recognize the Gulf of Mexico oil rig disaster CG Aviation response units. He has given his tremendous personal and Pterodactyl support to helping the Association publicize and execute its Philip H. Jones Naval Aviation Scholarship Program, and was key to The Pterodactyls providing very generous matching monetary support to the Jones Scholarship.

And, on the 'side' he provided great encouragement to me and our Association.

As Mont goes over the side at the Pterodactyl Roost this coming weekend, we raise our glasses to salute a great **Shipmate, CAPT Mont Smith**. Charge your glasses and raise them high

Mont, God Bless you!

VR, Dutch Rauch

Secretary/Treasurer, ANA, Inc.

Loss of HH-52A CGNR 1427 Remembered



October 22nd marked 30 years since ATC Mobile lost four of its members aboard Sikorsky HH-52A 'Sea-Guard' CGNR 1427 on an instrument training mission near Mobile Regional (Bates Field) Airport. Over the past three months, I have regularly walked by the memorial outside of Hangar One, but knew very little about the event or crew aboard that unfortunate flight. An initial search online revealed minimal information, so I contacted Ptero CAPT Tom King (USCG ret), to see if he or any fellow Pteros could provide more insight. Following is an unofficial account of the mishap. Third party information was used to help tell the story.

On October 22, 1981, LT Raymond T. Brooks, aviator 1930, LTJG Robert E. Winter, aviator 2163, AD3 Mark C. Johnson, and AD3 J. A. Hinton prepared to depart ATC Mobile on a nighttime instrument training mission. While walking into Maintenance Control with another pilot headed out on a separate mission, the two discussed which aircraft they would take. LT Brooks picked the 1427. At 1914 local, CGNR 1427 departed ATC Mobile. Six minutes later, at approx 1800 feet MSL, the H-52 experienced an in-flight failure of the red Pitch Change Rod (PCR). The PCR is

essential for changing a helicopter's blade angle, and maintaining synchronization with the other blades. As a result, the H-52 experienced an instantaneous breakup, which caused the aircraft to free-fall to the ground.

Air Traffic Control lost radio communications with CGNR 1427, and last detected the helo on radar over the outer marker of the ILS. Another CG H-52 landed at the crash site and confirmed that all crewmembers had perished. Parts from the wreckage were spread over a ¼ mile area. No one on the ground was injured, and only minimal property damage occurred from the flying debris. The H-52 was unsalvageable due to the severe impact.

Post-crash analysis traced the cause to "improper brazing of the red PCR during manufacture, which led to the rod separating in flight." Only 15-20 percent of the fork on the PCR was brazed. All HH-52A's were temporarily grounded until every aircraft in the fleet was thoroughly inspected, new PCRs were installed, and the Aviation Repair & Supply Center (ARSC) gave their approval to fly again. Ironically, an HH-52 was about to takeoff from AirSta Los Angeles, but was called back due to the fleet-wide grounding. A follow-on inspection revealed that the aircraft had one of the faulty PCRs. The sacrifice of CGNR 1427's crew likely prevented another fatal mishap.

My thanks to Pteros Tom King, aviator 1775, Cathie Zimmerman, P-2449, Mont Smith, aviator 1520, Barry Harner, aviator 1887, and Rick Hauschildt, aviator 1505, for their input into this story. I think it's important not to forget those who went before us. As I hear one of ATC's H-65s coming back from a night training flight near Mobile Downtown, it's not hard to imagine the crew of CG1427 working the pattern at KBFM 30 years ago, doing the same type of training that we're still trying to perfect today. Keeping their history live brings our aviation team closer together. Balancing risk vs. gain while maintaining proficiency and teaching others to operate highly complex equipment in ever-changing environments remains a continual challenge. Keep up the great work and fly safe!

CDR Dave Saunders, ATC Operations Officer, aviator 3254

[See 'Mail Call' on P. 24]

HC-130 CGNR 1705 Memorial Dedicated at AirSta Sacramento by Ptero Jerry Mohlenbrok, Aviator 951



Photos by Pteros Vic Primeaux, aviator 1508, and Ben Stoppe, aviator 1646

On a bright sunny 29 October morning at CG AirSta Sacramento, several hundred shipmates, relatives, friends, CG and Marine officials, and CG supporters gathered to witness the dedication of a Memorial monument to the lost aircrew members of CG 1705 and V38. After traditional opening ceremonies, remarks by CAPT Michael Eagle, Commanding Officer, CGAS Sacramento, MAJ Patrick Reinert, USMC of Marine Light Helicopter Squadron 469, and RADM Joseph Castillo, D11 were followed by the placement of the final memorial paver bricks. Then a Memorial ribbon cutting by RADM Castillo, CDR Ben Stoppe representing CGAA and Mr. Douglas Van Howd, the C-130 bronze model's creator, took place to formally dedicate the Memorial. A reading of the names of the lost crewmembers was followed by a moment of silence and a final benediction.

The Memorial, funded entirely by contributions, features a 10' wingspan bronze replica of CG 1705, shown in flight departing on its final flight. Surrounding the model are four plaques, which list the Coast Guard crewmembers, a brief synopsis of the incident, a plaque listing the USMC crewmembers, and finally a plaque displaying the CG Ethos. The monument is at the center of a circular walkway, which features a compass rose

showing the distance and bearing to the mishap site. Leading to and from the circular path are two paver paths con-



support from the Command, local organizations, the CGAA, local Pteros and the Van Howd Studio enabled the completion of the Memorial and its dedication on the 2nd anniversary of the mishap.



Ptero Treasurer Ben Stoppe (L), aviator 1646, RADM Joseph Castillo (D11), and Douglas Van Howd (Designer and Sculptor of the Bronze C-130) cut the ribbon.

taining the over one hundred bricks purchased by families, individuals and organizations.

Shortly after the mishap, the AirSta formed a volunteer Memorial Committee, which dedicated itself to designing and constructing a fitting and lasting memorial. The Committee also took on the task of raising the requisite funds for the Memorial, including such

activities as a garage sale, a dinner/silent auction, sale of commemorative patches, decals, coins and brick pavers, and a wide variety of other projects. Strong



Ben Stoppe, AirSta CO CAPT Mike Eagle, RADM Castillo, MAJ Patrick Reinert, USMC, and Doug Van Howd observe a moment of silence.



MILITARY HONORS For Ancient Order FOUNDER

by Ptero Ray Copin, Aviator 744



On 21 May, 2011, a few months short of his 94th birthday, Commander Norman L. Horton, USCG (Ret.), CG Aviator 187 and Helo pilot 246, completed his final flight to earth. On 27 October, 2011, under clear blue skies, I and several other Pterodactyls were privileged to represent the CG Aviation Association (The Ancient Order of the Pterodactyl) at a memorial service honoring the life of this globally recognized aviation safety professional and last surviving founder of the association. Military honors were rendered at Eagle Point National Cemetery near Medford, Oregon. LCDR Steven Mills, CHC, USN, assigned to Sector Astoria, officiated, and personnel of CGAS North Bend were on hand to do the honors which they accomplished so flawlessly and with such precision that one civilian present remarked afterward that he had witnessed many similar military honors at funerals and memorial services but none performed any better.

Ptero Norm Horton was quite a guy. It was he and his buddies, George Thometz, Andy Wall and Gus Shrode who envisioned an organization to maintain camaraderie amongst CG aviation personnel and sparking the Ancient Order of the Pterodactyl that we know today as the CG Aviation Association. One by one our founders fell to age, but all, including Norm, enjoyed knowing toward their final flights that their idea blossomed into something none of them imagined at the start. Each during their lifetimes saw their dream grow, prosper and expand to today's volunteer organization of active duty, retired and former CG aviation personnel along with civilian supporters delivering support to active CG aviation personnel, with awards and in other ways, while constantly helping to preserve and display for public consumption the rich history of Coast Guard Aviation.

Graduating from the CG Academy with the class of 1942 and commissioned early in December, 1941, he served at sea in the Caribbean during WWII before attending naval flight training and earning Wings of Gold. His CG career culminated with command of the CG Air Station then at Salem, Massachusetts. After retirement, he obtained an advanced degree at the University of Southern California and became a professor on the faculty of an Army-contracted Aerospace Safety Officers Course. It was there that I, as a student in the course, met Norm. Many other CG and other military aviators were taught by Norm including our own Prez, Mont Smith. Eventually, Norm's knowledge and work led him to form an aircraft accident analysis and safety consulting firm which took him around the world lecturing and probing hundreds of safety related cases in commercial aviation.

At the national cemetery, Ptero Mark Reynolds, Captain and CO, Group/Air Station North Bend presented one of three flags to Norm's family. The other flags were presented by LT Nate Gruver, North Bend AS, and the Enlisted Ancient Albatross of the CG, Senior Chief Petty Officer Peter MacDougall who flew in from his assignment at the CG Academy with support from the association. Services included a Piper, gun salute, taps and flyover by a North Bend AS Dolphin.

At a reception following the service, the Senior Chief and I each offered remarks, and I was privileged to publish and present to the family letters from the Ancient Albatross of the Coast Guard, Ptero VADM John Currier, Chief of Staff, and from our Prez Ptero Mont Smith.

I was proud to stand with the family, friends and Coastguardsmen present to salute Norm Horton one more time. A Pteromail transmitted on 4 November provided a link to a beautifully composed series of images by Ptero Vic Primeaux which nicely documents the event (<http://www.youtube.com/watch?v=8mCZ99pGuAA>).



Roost Report FROM 16

expressed his appreciation for the great ATC simulator instructors. He marveled at their friendliness and competence. He recommended that a letter of appreciation be sent to ATC. Mont concurred.

Ptero Frank Manson, aviator 395, the Ptero with the lowest designation number at the roost for the second year in a row, received a round of applause.

The meeting adjourned 13 minutes late. Mont said if you push back within 15 minutes of scheduled departure time, you're okay.

See y'all next year in ???????. (The rumor on 12/1/11 is that it'll be in Sacramento.)

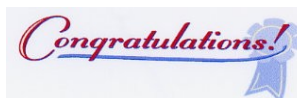


Mail Call FROM 22

Ptero Tom Beard, Aviator 1104, Wins Grand Prize

Ptero Tom Beard,
tom16@wavecable.com was named the
Branson Stars and Flags Book/Media
Awards Grand Prize 2011 Book Award

winner for his magnificent book, "**The Coast Guard**"! The book is still available via Amazon.com.



[See Tom's photo and Bio statement on P. 21...Ed]

Ptero Tom Rich, P-2596



END OF THE JET AGE

USCG AIR STATION MIAMI RETIRES ITS HU-25 FLEET

By LT Ashley Lovejoy, Aviator 3807 & LCDR Bryan Begin, Aviator 3674



On June 1st 2011, the last two HU-25 Guardians, or better known as Falcons, permanently stationed at AirSta Miami taxied for their final departure from Opa-Locka Executive Airport. The two aircraft, CGNR's 2113 and 2128, made the familiar taxi to runway nine-left, signifying the culmination of an outstanding operational career at AirSta Miami. To honor the HU-25's 29 years of service, a small ceremony with several distinguished guests, numerous air station pilots and aircrew was held in the unit's hangar. The historic event included remarks by Miami's CO, Ptero CAPT Rick Kenin, Aviator 2594, a proclamation read by Miami City Commissioner Jose "Pepe" Diaz and a presentation by Ptero VADM (ret.) Terry Cross, Aviator 1584.



Capt. Rick Kenin addresses the Air Station.



Commissioner Jose "Pepe" Diaz presents Proclamation to Capt. Rick Kenin

Miami's HU-25s have amassed many impressive operational statistics. During their 29 year tenure, HU-25's have accrued over 150,000 flight hours, which amounts to approximately 60,000 individual sorties, with a very impressive safety record. They have also prosecuted 4,000 search and rescue (SAR) cases and 5,000 law enforcement cases, resulting in 3,000 lives saved or assisted, the interdiction of 20,000 migrants and the seizure of 30,000 pounds of illegal drugs. The HU-25 has interdicted more migrants than any other Department of Homeland Security law enforcement platform to date.

The incorporation of the HU-25 Guardian into CG aviation represented a radical shift in the requirements of the service's fixed-wing aircraft. In 1976, congress passed the Magnuson-Stevens Fisheries Conservation and Management Act, which tightened fisheries regulations within the country's vast 200 nautical mile Exclusive Economic Zone. With this increased regulation came the need for an aircraft that could not only efficiently patrol a large area but also have the capability to quickly respond to any emergent search and rescue or law enforcement event. Balancing these requirements and making the jump to turbofan technology, the HU-25, manufactured by Dassault Aviation, was selected as the next CG fixed-wing aircraft on January 5th, 1977. The Falcon Jet Corporation was contracted to provide 41 aircraft as part of a 205 million dollar contract. On March 2nd, 1982 AirSta Miami received its first HU-25 and the CG's introduction to the jet age was born.

AirSta Miami played a significant role in the history of the HU-25. With an estimated 80% of the HU-25's total hours flown by Miami's aircraft, and nearly two thirds of the original 41 aircraft contracted by Falcon Jet having at some point been assigned to Miami, it comes as no surprise that most of the HU-25's significant operational cases, airframe modifications and cultural shaping events have occurred while assigned to AirSta Miami. During the HU-25's 29 years at Miami, the airframe has undergone three major modifications in response to changing operational requirements and political realities. The HU-25B was modified with a large pod installed on the lower right side of the fuselage, which contained a side-looking radar used to detect oil spills and other ocean pollutants. However, in 2001, the oil detection mission was transferred to the similarly equipped CG C-130 aircraft. The HU-25C, commonly known as the 'Nightstalker,' was created in the late 1980's in response to increased narcotics trafficking into the U.S. To counteract this threat, the CG equipped nine HU-25C's with a sophisticated radar capable of tracking both air and surface targets suspected of narcotics smuggling. The HU-25D, the last model assigned to AirSta Miami, was upgraded with the highly effective APS-143 radar, which significantly increased surface detection capabilities.

Ptero LCDR Joe Manjone, Aviator 2998, a long time HU-25 pilot and instructor, retired from active duty at Air Station Miami on June 30th, 2011 during a special ceremony in his honor. LCDR Manjone holds the record for the most flight hours flown in the HU-25, logging more than 6500 hours.



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT School is 20-weeks long and a typical class has 20 students. The AET School is 20 weeks long and typically has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are mid-2011 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

Honor Graduate

AMT3 Jesse D. Sanchez
AMT3 Bryan J. Ranstead
AMT3 Sean C. Farrar
AST3 Joseph T. Winters

Assignment

Kodiak
Kodiak
Port Angeles
Corpus Christi

Honor Graduate

AET3 Jeffrey P. McLeod
AET3 Garret T. Raitt
AST3 David E. Froehlich

Assignment

Elizabeth City
San Francisco
Atlantic City



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.

4333 Mark A. Whyte
4334 David L. Zitzman
4335 Jennifer G. Paulson
4336 Weston D. Red Elk
4337 Christopher J. Fisk
4356 Joseph A. Hunter
4357 Justin D. Church
4358 Matthew A. Shaffer
4359 Kevin L. St. Cin
4360 Ryan C. Windham
4361 Robert J. Hovanec
4362 Drew Sonettrot
4363 Eric S. Casida
4364 Erik J. Wyrick
4365 Matthew G. Hardgrove

Assignment

Corpus Christi
Miami
Atlantic City
Barbers Point
Miami
Houston
North Bend
North Bend
Miami
Mobile
Elizabeth City
Clearwater
Sacramento
Elizabeth City
New Orleans

CG Aviator Nr.

4366 McClain G. Isom
4367 Daniel L. Judycki
4368 Daniel A. Schrader
4369 Brandt K. Allen
4370 Andrew D. Bacon
4371 Michael J. Haas
4372 Jeffrey C. Jurin
4373 Sean R. O'Dowd
4374 Kyle T. Richter
4375 Joshua J. Smolowitz
4376 William J. Burt
4377 Thomas J. Cameron
4378 Joseph J. Ciaravella
4379 Darin S. Coleman
4380 Walter S. Fredenhagen

Assignment

Corpus Christi
Barbers Point
Traverse City
New Orleans
North Bend
San Diego
New Orleans
Detroit
Savannah
Cape Cod
San Francisco
Borinquen
Atlantic City
Los Angeles
Detroit



The Falcon will forever be remembered as an exceptionally built and incredibly capable aircraft that always brought its crew home safe.

The departure of the HU-25 represents the beginning of a new chapter in AirSta Miami's history. The HU-25's replacement aircraft, the HC-144 Ocean Sentry, is now fully operational and assumed all the fixed-wing aviation missions at one of the busiest air stations in the CG.



Dues are tax deductible

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CG Astronaut Ptero Dan Burbank, Aviator 2672, Flies to Space Station



**CG Astronaut Dan Burbank (L) with Cosmonauts
Anton Shkaplerov and Anatoly Ivanishin.
Photo by Robert Swain.**

On 13 November, CG astronaut Dan Burbank, expedition commander, along with Russian Cosmonauts Anton Shkaplerov and Anatoly Ivanishin, launched from the Baikonur Cosmodrome in Kazakhstan aboard a Russian Soyuz TMA-22 to spend six months on the International Space Station. Expedition 29/30 was the first NASA mission

since the end of the Space Shuttle program in mid-July.

As NASA's mission shifts from transportation and assembly after the space program, "all the major heavy lifting has been done and the space station is essentially assembly complete," said Burbank. Attention has now moved to the scientific and research aspects of the ISS.

Burbank and his colleagues will explore the status of the human heart in space. Other experiments will focus on

mineral loss in the bones, all with the intention to explore different ways to keep humans healthy in the final frontier. "NASA research on the International Space Station is primarily centered on how to keep humans safe and productive for long periods of time in space," said Burbank. "It's basically to buy down the risk so we can safely leave

low earth orbit and go to deep space, to the moon, to asteroids or to Mars."

The Soyuz TMA-22 docked to the Poisk mini-research module on 15 November.

Wave to Dan Burbank when the International Space Station (ISS) passes over your location 200+ miles high and cruising at 17,500 MPH! There is a wonderful website, www.heavens-above.com that provides a timetable and relative brightness of visible and unclassified satellites anywhere on earth.



**Ptero Treasurer Ben Stoppe, aviator 1646,
was spotted reading Pterogram 2-11 at
Baltimore's Inner Harbor by CGC Eagle.**

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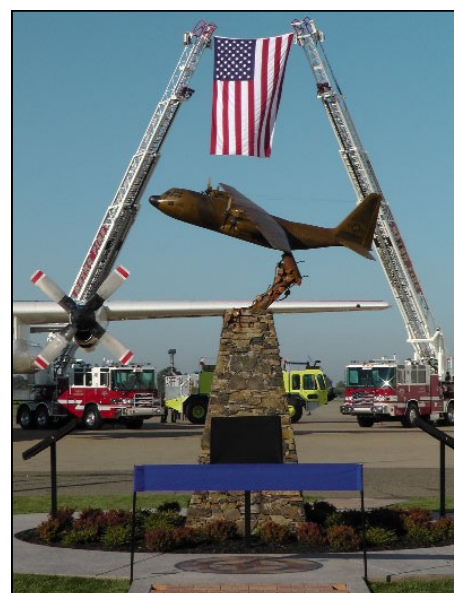
CG Astronaut Returns
to Space Pg. 27



Airsta Miami Retires its last HU-25s Pg. 25



AirSta Barbers Point Pg. 17



AirSta Sacramento Dedicates
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MAIL Pg. 22



THAT'S NOT ALL !!