



PTEROGRAM

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

Sitrep 2-10 Summer 2010 AOP is a non-profit association of active & retired USCG aviation personnel & associates

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Come One! Come All!
We'll be "Roosting" before you know it!
Jacksonville, Florida
November 4-7, 2010



ROOST 2010
Jacksonville, FL

Our Pthirty-fourth annual Ptero Roost will salute the men and women of the Coast Guard Helicopter Interdiction Tactical Squadron (HITRON).

The Hyatt Regency Jacksonville Riverfront Hotel is the site of the 2010 Roost. The address is 225 E. Coastline Dr. Jacksonville FL. 32202 – Local phone (904) 588-1234. The Room rate is \$88 plus 14% sales and occupancy tax. Reservations can be made, modified, or canceled at <http://jacksonville.hyatt.com/groupbooking/jaxrjuscg2010> --- or by telephone 1-800-233-1234. Refer to and use group name "Coast Guard Aviation Association" to obtain the group rate. The hotel will honor the \$88 dollar group rate for up to three days before the 4th and three days after the 6th --- on a space available basis.

Please see Page eleven for Roost activities and registration details.

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 2010, PLEASE PAY AGAIN VERY SOON TO REMAIN IN GOOD STANDING.

NOTE: Changes in dues were approved at the 2007 business meeting and became effective in 2008.

Check Page ___ or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from Aviator 1520 (CGAA/AOP President)

My Fellow Pterodactyls: Friends, my enthusiasm for this organization has never been greater! As you will read in this issue, we are soaring on the wings of many spontaneous "accomplishments of opportunity." We are moving confidently forward on the Phoenix Project. CGAA was proud to help support the 25th anniversary celebration of the Rescue Swimmers in Elizabeth City – our swimmers are becoming an active presence in CGAA and I couldn't be happier! We were approached by a motivated group of senior enlisteds at CGAS Clearwater led by AMTCS Matt Boyd, and we jumped at the chance to help them acquire HU-16B O-17176 from the Pate Transportation Museum through the auspices of the curator of the National Museum of the Air Force and CAPT Ted Sokulzuk, CGAS Clearwater CO. An anonymous donor contributed two-thirds of the funds required to transport the "Clearwater Goat" after Matt and his team disassembled her. She is currently undergoing restoration at Clearwater. Chances are, she might receive a new side number that would connote "sister ship" status at CGAS St. Petersburg in 1967 when CGNR 1240 was lost with all hands on a night SAR mission. Tom Mulford and Ptero Tom Rich are very busy leading a restoration of HC-131A 5794 at the Wiesbrod Aircraft Museum at Pueblo Memorial Airport, CO. Out in Sacramento, former COs/Pteros Jerry Mohlenbrok and Kirk Colvin are helping the AirSta develop a suitable memorial to the crew of HC-130H 1705. In San Francisco, PAC (ret.) Ken Freeze and Ptero Sam Wawrznsky helped the command dedicate a memorial to an HH-52A and HU-16E lost on rescue missions in the '60s. At CGAS Detroit, CO CDR Dan Travers and Ptero Jim Loomis teamed to thank members of the team that recovered the remains of LT Jack Rittichier. We plan to make an annual donation to the Association of Naval Aviation's Philip H. Jones scholarship to help college-bound children who are the sons and daughters of CG aviators and aircrewmembers who died on active duty. I'm ordering special "Naval Aviator" plates for my '06 'Vette with "CG 1520" to pay homage to the upcoming Centennial of Naval Aviation. Please join me in Jacksonville for our annual Roost as we salute CAPT Joe Baker's impressive HITRON team! 1520



Taps

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

CAPT George L. Oakley, 302 2/11/10

Carol A. Gerfin (wife of Ptero Andrew Gerfin), 2/11/10

CAPT Albert D. Grantham, P-2687 2/16/10

CAPT Christopher S. Changaris, 544 3/31/10

RADM Abraham H. Siemens, 548 3/30/10

CDR Charles W. Peterson, 1071 3/25/10

CAPT William S. Black, 685 4/23/10

CAPT Delbert L. Hemphill, 1112 5/20/10

CAPT Robert C. Branham, 690 5/21/10

VADM Thomas R. Sargent, III, P-2005 5/29/10

CDR Nicholas Ivanovsky, 638 6/5/10

CAPT Jerry K. Rea, 506 6/21/10



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Former 'Ancient Albatross' Honored by Ptero CAPT Donna Cottrell, Aviator 2961

From 25-27 February, over 100 Coast Guard Aviators converged on Orlando, FL for the 2010 International Women in Aviation Conference. The conference was attended by close to 3000 people from all over the world.

Most of the C G aviators in attendance were women, but the men made an impact also. Several Commanding Officers attended including RDML(s) Dan Abel, CAPT Rick Kenin, CAPT Joe Baker, CAPT JJ O'Connor, CAPT Steve Truhlar, CAPT Donna Cottrell, CAPT Ed Cubanski, CDR Todd Lutes, CDR Ed St. Pierre (CO Venturous), CDR Dan Travers, and CDR Jon Spaner.



CDR Spaner (Traverse City) (L), CDR Lutes (Washington), CDR Travers (Detroit), RDML(s) Abel (Cape Cod), CAPT Cottrell (Savannah), CAPT Truhlar (Mobile) & CAPT Kenin (Miami). USCG Photo PA3 Cindy Beckert

Also attending were representatives from CG-711, CG-1131, CG-41, EPM, OPM, and the Diversity Office. Special attendees included VADM Jody Breckenridge (PACAREA) and RADM Mary Landry (D8).

The C G portion of the conference started Thursday evening with a working session on three main issues of concern to CG female aviators: pregnancy and flying, lack of mentoring opportunities, and gender bias. LCDR Shana Morris (CG-1131) presented the findings of her Embry-Riddle Univ. Master's Thesis on the effects of flying on pregnancy. LCDR Taylor Carlisle (DAC rep) presented the findings of the DAC survey on the effects of pregnancy on career progression among female pilots. CDR Beth Naff (CG-12A) presented information on the current state of our workforce in terms of female aviators. CDR(s) Stephanie Lincoln spoke about the CG

Women in Aviation Blogspot effort. And CAPT Donna Cottrell spoke about strategies for dealing with Gender Bias.

After the presentations, volunteers met in workgroups to address the top three issues and recommend solutions to CG leadership. These deliverables were consolidated into a report signed by the senior Air Station CO, RDML(s) Dan Abel, and was sent to DCO, DCMS, PACAREA, and LANTAREA.

Friday night, CDR Carol Stundtner from the diversity staff facilitated a speed mentoring session. This experience exceeded all expectations. Everyone who participated spoke very highly about this experience; many participants said that this did more to support the issue of diversity in one hour than in all the training they had previously had combined.



LCDR Sue Maitre (L), CDR Beth Young, & CDR Laura Thompson interact with RADM Mary Landry at Speed Mentoring session. USCG Photo PA3 Cindy Beckert

At the Saturday night formal banquet, the highlight of the conference, VADM Breckenridge impressed many with her opening remarks (the CG was a sponsor for the banquet). VADM Vivien Crea, Ancient Albatross #21, was recognized with the Women in Aviation International Pioneer Award. This was truly an amazing honor! She was the first CG aviator to be inducted into the Women in Aviation International Pioneer Hall of Fame. Other recipients included the first female Navy test pilot, the first female test pilot for Boeing, and the first woman to walk in space. Vice Admiral Crea was recognized as the most senior ranking woman in the history of the USCG and for trailblazing the way for

the many women who have followed in her footsteps. She holds many "firsts":
First CG female Aircraft Commander;
First female Military Aide to the President;
First female to Command a USCG Air Station;
First female Executive Assistant to the Commandant of the C G;
First female selected as Rear Admiral in the USCG;
First female appointed as Vice Admiral; and, First female of any military service to be appointed Second in Command of the military force.

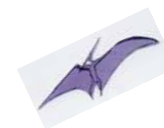


Ptero VADM (Ret.) Vivien Crea, Aviator 1820, proudly displays her award while Ptero CAPT Donna Cottrell, Aviator 2961 (L), looks on. USCG Photo PA3 Cindy Beckert

The Expo included a CG recruiting table and a myriad of seminars that included the story of the WASPS, accident investigation, and overcoming Check ride-itis. There was so much to choose from, it was difficult to decide which ones to attend.

One question kept coming up; are men welcome at this event? The answer is YES! Men are not only welcome, they are encouraged to attend. In fact, next year the push is on for more CMCs and Leading Chiefs to attend. So make plans to come next year. The conference will be held in Reno, NV Feb 24-26.

<http://www.wai.org/index.cfm>



First African American Female CG Helo Pilot Winged

By Jay Cope, NAS Whiting



Lt. j.g. La'Shanda Holmes had faced trials growing up in North Carolina that had tested and tempered her desire to excel. When she walked across the stage Apr. 9 to receive her wings as the first African-American female helicopter pilot in the USCG, it was simply the next chapter of a proud story.

Holmes was attached to Helicopter Training Squadron EIGHTEEN for the final portion of her nearly two-year aviation training pipeline. She knew at the outset that she was the first black female to begin the training. While she admits to some periodic concerns about completing the program, there were really never any doubts harbored by the squadron commanding officer, CDR Mark Murray. "I knew she would be successful. She had already overcome far greater challenges than flight school. I had the opportunity to do a familiarization flight with her, and where most folks might get a little frustrated, she drank it all in. She was eager to improve and I had no doubts she would do well," he said.

Given her childhood, that might not normally be a safe assumption, but for Holmes, the hurdles she faced growing up drove her to try all that much harder. "I was used to people telling me what I couldn't do. We moved around a lot, and I think it fueled my ambition to live better and work harder. It just gave me more motivation to succeed," she said. She graduated magna cum laude from high school and earned admission to Spelman College.

Two years into her education there, she was assisting with a community service booth during a career day. Directly across from her was a CG recruiting booth. She wandered over after the event

to speak with Senior Chief Dexter Lindsey who inspired her to think about serving. She applied for and was accepted into the College Student Pre-commissioning Initiative which financially enabled her to finish school.

Prior to attending Officer Candidate School, she served on a CG Cutter as an officer candidate and while near the bridge stuck up a conversation with the operations officer who advised her to consider aviation. It was then that she learned the CG had only one other black, female pilot, Lt. Jeanine Menze. "It sounded challenging, but something I was up for," Holmes said. At that time, Menze was stationed at CG Air Station Clearwater flying the C-130 Hercules. Holmes was granted an opportunity to be temporarily stationed at Clearwater to learn about the aviation program, but it wasn't until she was in the back seat of an SH-60 helicopter flown by George Menze, Lt. Menze's husband, that her future intentions kicked into place. "We did hovering and flying low over the water. I was like a little kid. It was like nothing I had ever done or seen before. It was awesome," she said. "Everyone in the aviation community was so close. There was a real sense of camaraderie that I wanted to be a part of." Menze is still a mentor to Holmes, encouraging her through the process, giving her pep talks and letting her know what to expect. The relationship is so close that Holmes asked Menze to present her pin during the winging ceremony. She agreed and even presented Holmes with her own wings after the ceremony was over. "It was a really emotional experience. Both of our eyes were watering and she asked me 'Are you ready for this?' I can't think of a more awesome moment in my life."

Holmes says things haven't really hit home with her yet. She knows she is breaking a barrier, but doesn't seem to think it really says anything special about her. She is transferring to CG Air Station Los Angeles and wants to do the same things any young officer wants.

"I know I'm the first, but nothing has sunk in yet. People may have expectations, but for me, mainly, it is about taking on responsibility and knowing I have something to prove [as a pilot]. I just want to keep flying well and working hard to make my community, family and sisters proud of me."



Kodiak-based Aircrews Recognized for Alaska Rescues

Excerpted from 3/29/10
Kodiak Daily Mirror

Eight Alaska-based Coast Guardsmen from Air Station Kodiak were awarded the American Helicopter Society's (AHS) Capt. William J. Kossler Award at the AHS forum in Phoenix on May 12 for saving the lives of seven commercial fishermen in 2009.

Cmdr. Shawn Tripp, aircraft commander; Lt. David McCown, pilot; Aviation Maintenance Technician 1st Class Dennis Dewinter; and flight-mechanic and Aviation Survival Technician 3rd Class Eric Stoecker, rescue swimmer, were recognized for their rescue of two men from the fishing vessel American Way. The vessel was grounded on Aghiyuk Island on Jan. 4, 2009. The crew battled 500-foot weather ceilings, three-mile visibility and driving snow for the 230-mile transit to the stranded crewmembers. On scene, the crew's rescue swimmer was lowered and fought crashing waves, zero degree Fahrenheit temperatures, and a rocky shoreline to reach the survivors. The swimmer and fishermen were safely hoisted from a narrow strip of beach next to a 300-foot vertical cliff in steady 58 mph winds.

Lt. John Bartel, aircraft commander; Lt. Cmdr. Craig Neubecker, pilot; Aviation Maintenance Technician 3rd Class Chad Redmond, flight mechanic and Aviation Survival Technician 3rd Class; and Alexis Torres, rescue swimmer, rescued five crewmembers from the fishing vessel Mar-Gun grounded on St. George Island on March 5, 2009. The crew battled darkness, visibility of a half mile, a 200-foot ceiling, blowing snow, icing conditions, and up to 58 mph winds and crosswinds. After the flight mechanic directed the aircraft into position, he placed the basket on the vessel's deck that was awash and canted 20 to 30 degrees to port. They also had to avoid the swaying masts and antennas as waves rocked the vessel and crashed over the decks when safely hoisting the Mar-Gun crew.

The AHS's Capt. William J. Kossler Award is given for the greatest achievement in practical application or operation of rotary wing aircraft demonstrated by actual service during the preceding year. The award was established in 1951 and, over the years, has paid tribute to

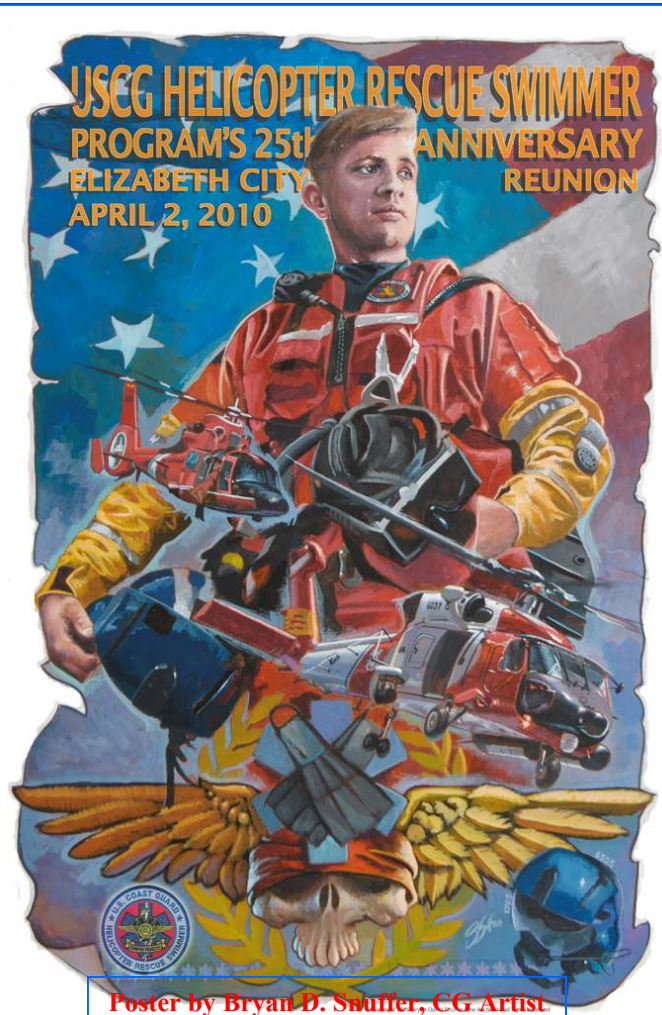
the leaders of the vertical flight industry. It honors the memory of a USCG aviator, aeronautical engineer, and early advocate of helicopters in search and rescue operations who is enshrined in the CG Aviation Hall of Honor.

AHS International is a professional, technical society of more than 6,000 members founded in 1943. It represents the interests of the worldwide vertical flight industry and is dedicated to the advancement of vertical flight technology and its applications.



25th Anniversary of CG Rescue Swimmer Program Celebrated

by Ptero ASMCM Larry Farmer P-2898



Poster by Bryan D. Snuffer, CG Artist

The USCG Rescue Swimmer Program's 25th Anniversary Reunion Committee wishes to sincerely thank the officers, board, and all the Pterodactyls for the most generous support you provided during all stages of our event. Ptero Pres Mont Smith held "counseling" phone calls with us almost on a daily basis. Special thanks to Treasurer Ben Stoppe for tracking our donations, writing some checks, and providing us with weekly updates on our financial status.

The Plaque Dedication Ceremony presided over by VADM Currier was a memorable event. The Reception and motorcycle ride were well attended and exceeded our expectations for attendance.

The CGAA merchandise on sale at the reception was a big hit with the Rescue Swimmers, both active and retired.

Other sponsors included:
 Stratus Systems
 Aerial Machine
 Switlik Foundation
 Zodiac Air Cruisers
 Butler Parachute



First six CG Rescue Swimmers: (L to R) #5 Ptero ASMCM Joseph (Butch) Flythe, Jr. P-2939, #6 Ptero ASMCM Larry Farmer P-2898, #1 Ptero LCDR Steve Ober P-2947, #4 Ptero ASMI Matt Fithian P-2938, #2 Ptero LT Kelly Gordon P-2959, and #3 Ptero LCDR Rick Woolford 2779.

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 Sikorsky Aircraft Corporation
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 EADS North America
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Thank you,
 Larry Farmer, ASMCM, Ret. RS#6
 Mrs. Christine Farmer
 Joseph (Butch) Flythe, ASTCM, Ret. RS#5
 Mrs. Beth Flythe
 Rick McElrath, AST1, Ret. RS#17
 Scott Dyer, ASTCM, RS#8
 Mrs. Debbie Dyer



(L to R) ASTCM Scott Dyer, CDR Ken Coffland, Ptero LCDR Dick Wright Aviator 1914, ASTCM David Hoover, Ptero ASMCM Larry Farmer, Ptero CAPT Dana Goward Aviator 1825, Ptero VADM John Currier (presiding) Aviator 1877, Ptero ASTCM Clay Hill P-3058, ASTCM Shane Walker, ASTCM Jim Brandt, Ptero CDR Hugh O'Doherty Aviator 1732 (not pictured).



AirSta Elizabeth City MH-60T Crashes in Utah's Unita Mountains



MH-60J CGNR 6028 crashed in the snowy mountains 50 miles east of Salt Lake City on 3 March. All five crewmembers survived. The 'Jayhawk' was returning to Elizabeth City from security duty at the Vancouver Winter Olympics in company with another Elizabeth City 'Jayhawk' when it encountered bad weather, plunged through a thick canopy of pine trees, and slammed into a hillside on top of Soapstone Pass. The crew was: pilot, CDR Patrick Shaw, 37, copilot, LCDR Steven Cerveny, 40, Flight Mechanic, PO2 Gina Panuzzi, 31. They all sustained severe injuries. The two other crewmen, PO3 Darren Hicks, 22, and PO3 Edward Sychra, 26, had minor injuries. Search and Rescue crews from Wasatch and Summit Counties responded and assisted the survivors. The investigation continues.



AirSta Detroit HH-65C Crashes in Lake Huron by Ninth CG District Public Affairs

Three U.S. Coast Guardsmen aboard AirSta Detroit's HH-65C CGNR 6523 rescue helicopter are safe after their helicopter crashed during a nighttime hoist training evolution with a Port Huron-based 41-foot CG utility boat in southern Lake Huron on 20 April. The crew consisted of: pilot, LT Vincent Bukowski, 39, copilot, LT Tasha Hood, 27, and flight mechanic, PO3 Samuel Downie, 24. All three aviators were able to safely exit the helicopter before it sank, and were recovered by the crew of a U.S. Coast Guard Station Port Huron 41-foot utility boat. No injuries were reported, but they were taken to a local hospital as a safety precaution where they were later released.

Divers completed an assessment of the crash site and found no evidence of pollution or leakage of any of the estimated 140 gallons of aviation-grade fuel still aboard the aircraft. Salvage operators were also able to remove and recover the main rotor blades and the aircraft's black box. The airframe was on the bottom of Lake Huron in approximately 50 feet of water. Salvage divers and crewmembers of the Coast Guard Cutter Bristol Bay hoisted the airframe and brought it aboard the ship's 120-foot barge platform. After transport to a secure hangar

at Selfridge Air National Guard Base in Detroit, mishap investigators conducted an assessment of the airframe.

The cause of the crash is under investigation.

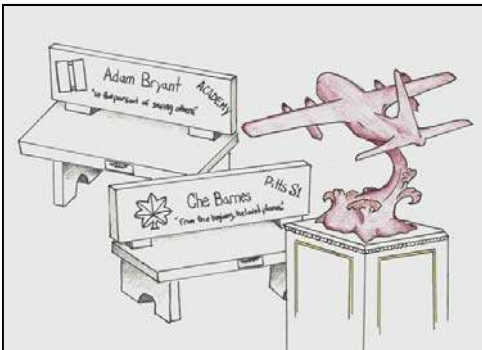
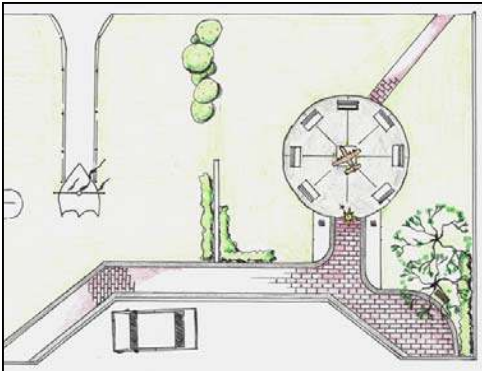


The crew of the CGC Bristol Bay prepares to hoist the airframe of the HH-65C aboard the ship's 120-foot barge platform to complete the final phase of the salvage operation on 23 April. USCG photo by PO1 John Masson.

HC-130H CGNR 1705 Memorial Planned

“The crew of Coast Guard Rescue 1705 had honor. They were proficient. They were professional and they flew with pride.”--Capt. J.J. O'Connor, Commanding Officer of AIRSTA Sacramento, 6 Nov. 2009.

A project is underway to create a memorial to the crew of CG-1705 at Air Station Sacramento to honor the memory of their loss on 29 October 2009. Details can be found at: www.rescue1705.com where you can see design proposals, opportunities to purchase bricks, make a donation, and purchase patches and/or artwork. The memorial will have a 25' diameter pad with a 10' wingspan bronze C-130 (mounted about 7' high on a large block of granite) as the centerpiece. On the outer portion of the circle will be a granite bench (personalized) for each of the CG aircrew aboard 1705. The memorial will be funded completely by donations.



Further info about plans for the memorial is available from the following AirSta Sacramento personnel: LT Hus-tace (916) 643-7605, AMTCM Byrd (unit CMC) (916) 643-7607, and AMTCS Lechner (916) 643-7616.



Air Station San Francisco Memorial Ceremony Held

By LTJG Matthew Kroll, Aviator 3974



CO, CDR Sam Creech at the AirSta San Fran Memorial

CG Rescue 2128 was launched from AirSta San Francisco on a Search and Rescue (SAR) case during the morning of 7 August 1968. The crew was in search of an overdue vessel north of San Luis Obispo, California. When they arrived on scene, the weather was typical of the California coast with a thick marine layer and a 200ft ceiling. The 2128 located the overdue vessel and awaited the assistance of the 95-foot CG Cutter Cape Porpoise. Flying too low to pick up the Big Sur VORTAC, the crew decided to head offshore to gain better reception. In their attempt to establish a more accurate position, they inadvertently headed back toward the shore. Moments later 2128 collided with Mt. Mars and three of the crewmembers were killed.

Thirty-three years later, Boon Hughey, a local outdoorsman, was hiking around Mt. Mars when he came across what looked like an airplane propeller. Hughey later learned about the 2128 from the website check-six.com two years after his discovery of the airplane part. He passed the recovered propeller to Ken Freeze, an administrator of the website. Freeze retired from the CG

as a Public Affairs Senior Chief and now resides in the San Francisco Bay Area. He has been holding on to the propeller since 2003 in hopes that it may serve as a tribute for an air-crew memorial at AirSta San Francisco.

In October,

2009 Freeze reached out to CDR Matt Callan, then the AirSta XO, to discuss his idea to use the propeller as part of a memorial at the air station. CDR Callan asked if I would be the project officer for the memorial. I invited Freeze to the air station to talk about plans of constructing a memorial to honor all of the fallen aviators since the air station's commissioning in 1940. Freeze had compiled

a list of 24 people on six flights who lost their lives flying missions out of the Air Station. Word of our future memorial spread quickly and soon our list of volunteers was more than enough to complete the task. John Sha and DC2 Glen McIntosh constructed the memorial in our Facilities Engineering workshop using cherry wood. Our ACMS Manager, Patricia Fletcher, completed the engraving in our Quality Assurance shop. LCDR Sam Wawrznsky (ret.) helped spread the word about our plans to dedicate the memorial, and many others eagerly lent a hand throughout the process.

AirSta San Francisco held a dedication ceremony on 28 May in its auditorium. All hands were present, as well as a few local members from the Air Station's past. Our goal was to share the stories of the fallen aircrews so they would not be forgotten. The AirSta has four additional memorials scattered throughout the base, only one of which has a story known by more than a handful of unit members. Our CO, Sam Creech, and CDR Callan felt it was
{See 'AirSta San Fran' on P. 8}



AMTCS Jeffery Jackson (L) and CDR Creech with air station alumni

Fallen Coast Guard Hero Remembered



LT Jack C. Rittichier stands beside his aircraft with LCDR Lonnie Mixon in this U.S. Coast Guard photo.

The women and men of Air Station Detroit marked a somber anniversary on June 9 and honored the memory of a fallen hero. On June 9, 1968, Lieutenant Jack C. Rittichier was shot down and killed in action while performing a search and rescue mission in “one of the most heavily defended areas in Southeast Asia.”

Rittichier, a plank owner of Air Station Detroit – where the main hangar bears his name, was serving as an exchange pilot with the Air Force 37th Air Rescue and Recovery Squadron (ARSS) when his helicopter was shot down while trying to save a fellow aviator. He was posthumously awarded the Silver Star for his gallantry and devotion to duty during the mission.

LT JACK C RITTICHER, United States Coast Guard, distinguished himself by gallantry in connection with military operations against an opposing armed force as Rescue Crew Commander of an HH-3E helicopter in Southeast Asia on 9 June 1968. On that date, LT RITTICHER attempted the rescue of a downed pilot from one of the most heavily defended areas in Southeast Asia. Despite intense accurate hostile fire which had severely damaged another helicopter, LT RITTICHER, with undaunted determination, indomitable courage, and professional skill, established a hover and persisted in the rescue attempt until his aircraft was downed by the hostile fire. By his gallantry and devotion to duty, LT RITTICHER reflected great credit upon himself and the United States Coast Guard.

On the anniversary of the mission, members of Air Station Detroit were joined by Bill Forsyth of Joint Prisoner of War/Missing in Action Command (JPAC); retired Coast Guard Lt. Cmdr. Jim Loomis; and Allan Kaupinen, a Kent State University classmate of Rittichier to honor the memory of the highly decorated Coast Guard hero.

U.S. Coast Guard Air Station Detroit holds a memorial service for Lt. Jack C. Rittichier. Commemorating the event at the air station are (left to right): CDR Daniel Travers, Commanding Officer; Rear Adm. Michael N. Parks, Ninth Coast Guard District commander; Bill Forsyth of Joint Prisoner of War/Missing in Action Command (JPAC); Lt. Cmdr. (Ret.) Jim Loomis; and Allen Kaupinen, a Kent State University classmate of Rittichier. Also shown are personal effects of Rittichier and a rotor blade belonging to his downed helicopter. The rotor and other related crash site items were recovered in 2002 by an archaeological team led by Forsyth. (U.S. Coast Guard Photo by Petty Officer 1st Class Chuck Reinhart)



AirSta San Fran FROM 7

important to include these memorials in the dedication of our current addition.

The aircrew memorial now sits on the air station's administration building quarterdeck. Anyone who wishes to view the memorial is most welcome to contact the Public Affairs Officer to coordinate their visit.

Those whom the memorial honors:

5 August 1941
RD-4 Dolphin #V126
AMM1 Leonard L. Stonerock
RM1 John C. Gill
AMM1 Fleet D. Hancock

9 May 1943

OS2U-2 Kingfisher #2270
LTJG Dale C. Burroughs, USN

18 July 1943
PBY-5A Catalina #08055
LCDR George O. Olson
CDR Harry A. Bolles, USN
LCDR Edward L. Carpenter, Jr. USNR
ENS Joe A. Sosbee, USC & GS
ENS Ray B. Elliott USC & GS
AMMC Charles E. Isakson
RM2 Arthur A. Boeke
AMM3 Curtis K. Drennan

7 August 1946
PBY-5A Catalina #48284
LTJG Ralph W. Butler

ENS Charles L. Coler
AMM1 George R. Spalding
AMM1 Warren W. Englehardt
ARM1 Truman M. Mueller
AOM1 Warren Zinkel

22 December 1964
HH-52A Seaguard #1363
LCDR Donald L. Prince
S/LT Allen L. Alltree, RCN
AE2 James A. Nininger, Jr.

7 August 1967
HU-16E Albatross #2128
LTJG Francis J. Charles
AD3 William G. Prowitt
AD3 John G. Medek



**Naval Aviation College
Scholarship Announced**
(Re-printed from the Association of
Naval Aviation's *Wings of Gold*
Magazine)

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

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

Naval Flight Officers. Navy and Coast Guard Aircrewmembers and Marine Corps Combat Aircrewmembers are those persons formally designated as such and authorized to wear the respective Aircrew warfare badge.

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

The program anticipates being able to award a combined total of approximately \$15,000 to all scholarship winners. The program intends to award at least one scholarship each year; more may be awarded as funding allows. Scholarships may be renewable annually to a maximum of four years or degree attainment, whichever comes first; renewal will depend on student academic achievement and the availability of funds for the scholarship. The value of the scholarship may change year-to-year; the amount of each annual scholarship and each renewal will be based on availability of funds.

INITIAL APPLICATION REQUIREMENTS:

Applicants must fit the eligibility criteria as described above, by being a son or

daughter of a Naval Aviator or Aircrewmember in the Navy, Marine Corps or Coast Guard who died while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard.

Applicants must be a citizen of the United States of America.

Initial applicants, graduating from high school and applying for the first time, must:

have graduated from high school (a 3.2 GPA is desired); and,

be accepted by an accredited college/university and enrolled in a course of study of no less than 12 semester-hours.

If the applicant is already a college student, that person must:

have graduated from high school with a (a 3.2 GPA is desired); and,

be maintaining a course load of no less than 12 semester-hours in their college work (a 3.2 cum GPA is desired).

Other specific application criteria, dates and procedures are included in the scholarship application 'package' which will be available early in 2011 for the 2011-2012 academic year upon request to the ANA secretary at 1446 Waggoner Circle, McLean, VA 22101 or svwindmills@erols.com.



**75th Anniversary of Air
Station Salem, MA
Commemorated**
By John Goff, The Salem Gazette

February marked a most significant month, as 75 years ago, in 1935, the USCG Air Station opened on Winter Island in Salem. Probably best known now for its sandy beaches, historic lighthouse, ancient Fort Pickering, campground and public boat ramp, Winter Island for years also had something else: a sea air rescue station. Officers in crisp uniforms, sleek silver amphibious airplanes, a seaplane hangar, a barracks building and a range of other CG assets made it all work. The place was tied to maritime and defense needs all along the Atlantic seaboard. How did Salem's air station begin?

By 21st-century standards, the 1930s were technologically simple. There were no personal computers, GPS satellite navigation systems, cell phones or Internet. Yet people then were distinctly

modern and embraced technological progress. Aviation was then just coming into its own.

When we review old Salem newspapers on microfilm, we gain some insights into those days. During the first month of 1935, Salem was clobbered with a bad blizzard, the "worst storm in 40 years." Nearly 18 inches of snow dropped in a single storm. Then as February arrived, the CG started taking actions to establish its new base on Winter Island by downgrading and relocating the sea air rescue station from Ten Pound Island in Gloucester Harbor on Cape Ann. Just as Roger Conant and other early Englishmen relocated their Cape Ann Colony to Naumkeag in 1626, so the CG in 1935 also moved its regional base of operations from Gloucester to Salem.

The Salem CG Air Station's chief responsibility during most of its years was responding to the distress calls of local mariners. Fishermen, recreational boaters and others who ran into a variety of troubles at sea (sinking boats, fierce storms, engine troubles, medical mala-

dies, etc.) called the U.S.C.G. for help. Help was often dispatched using large amphibious twin engine seaplanes, which located mariners in distress visually and by homing in on radio signals. The CG planes often operated in miserable weather conditions. Yet the waters north of Boston and in Salem Harbor were used as runways. High speed "crash" boats were routinely sent speeding along the water runways in advance of takeoffs and landings to make sure no logs, buoys or floating debris would sabotage any rescue missions.

In February 1935, as the transfer of operations from Gloucester to Salem was first made, the CG shipped from Gloucester a 36-foot speed boat, another boat used for freight service and two seaplanes to make the necessary rescues. Four other planes were set to "arrive later." One of the most celebrated steps associated with the opening of Salem's new air station was when the new commander, William L. Foley, (CG aviator No. 18) flew out to California to retrieve a new Douglas Dolphin twin-engine [See 'AirSta Salem' on P. 22]

Appendicitis Can't Keep Air Station Clearwater CO from Change of Command

As U.S. Coast Guard Rear Adm. William Baumgartner presided over the change of command ceremony at Air Station Clearwater on 3 June, he remarked on one of the most basic duties of the men and women who serve: "getting the mission done." While the mission Thursday was largely ceremonial - the handoff of command of the Coast Guard's largest air station from one officer to the next - it too was as vulnerable to setbacks as any other. Departing station commander Capt. Todd A. Sokalzuk suffered a sudden attack of appendicitis the day before, which required emergency surgery. Some may have simply sat out the ceremony, leaving the Navy band, the hundreds of assembled sailors, officers and airmen to carry on with the decorum-draped event in his absence. But to maritime military types, a command transfer represents more than a simple changing of the guard. They are tradition-steeped events rooted in history, stretching back to a time when naval vessels were powered by wind, and one relieving officer would deliver his orders in person, sometimes at sea, without advance notice, handing off absolute authority from one commander to the next.

So, despite the painkillers, the freshly sutured incisions, the haze of waking up from surgery just hours earlier, Sokalzuk found a way to be there - not thought quite in person. From the vantage of a coffee table placed on the floor of one of the air station's massive hangars, surrounded by hundreds of guests and service members, Sokalzuk introduced his relieving officer, Capt. John G. Turner, to his assembled men via laptop computer. Using the available equipment on hand - webcam equipped laptop computers at the air station and hospital, wireless Internet cards and free video-chat service Skype - the captain was piped in directly to the ceremony. A lieutenant commander spun and panned the MacBook Pro in the hangar as Turner inspected the assembled servicemen and women standing at attention. Sokalzuk's face appeared on the small monitor on the table, set up between the stage and the audience.

He could see it all, even the massive H-60 Jayhawk helicopters and C-130 Hercules aircraft that loomed nearby. A cell phone taped to a traffic cone next to a loudspeaker piped in better sound to Sokalzuk's hospital room. Cmdr. Timothy Gilbride, the air station's executive officer, gave a brief speech in his commanding officer's stead. He mentioned Sokalzuk's persistence. The night before, he overheard his commander in the hospital while checking in with his wife, Ruth Sokalzuk. "I could hear him in the background talking to his surgeon and making sure he could be here this morning," Gilbride said. "No dice, boss." Gilbride also mentioned the air station's accomplishments under Sokalzuk's command over the past three years: more than 1,900 search and rescue missions, \$1.6 billion worth of drugs seized, and even credit as the first military branch to send aircraft to Haiti after the earthquake.

Coast Guard officials said the creative way to involve Sokalzuk, who is moving on to a position at Coast Guard headquarters in Washington, D.C., is a first. "This is the first time any of us have even heard of it," said Petty Officer Rob Simpson. Turner, now in command of the air station, said he trusts that the air station will continue to be as busy as ever - especially now that the Gulf Coast and Caribbean is under a much brighter spotlight than in recent memory. "

With the oil spill in the gulf, we have ongoing aircraft supporting that operation," Turner said. "Anything, everything, really rings true for what we have to do."

Amazing Simple Home (and Aircraft Maintenance?) Remedies

You only need two tools in life-WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the Duct Tape.

If you can't fix it with a hammer, you've got an electrical problem.

Air Station Clearwater to Restore HU-16E

by Ptero Mont Smith, Aviator 1520

In April, CGAS Clearwater acquired USAF HU-16B S/N O51-7176 from the Pace Museum of Transportation, Cresson, Texas for restoration and display at the air station. It was previously assigned to the Rhode Island National Guard, Eglin AFB, and Kanawha Airport, Charleston, WV. It has a Grumman manufacturer's serial number G226/81B. The aircraft was disassembled by six Clearwater crewmen and transported to Clearwater by a trucking vendor. The CGAA funded the expenses of the six crewmen. A private party wishing to remain anonymous stepped forward to pay the shipping charges.



I have been working with the CO, CAPT Sokalzuk, the Leading Chief, Master Chief John Milbrandt, and the Project Chief, AMTCS Matt Boyd, along with our VP, Museums/Aircraft/Artifacts/Restorations, Tom King, to bring this about. This culminates an 18-month search by Senior Chief Boyd. Along with many HU-16 maintenance manuals, a 1972 picture of RADM Austin C. Wagner, former Seventh District Commander, was found in the cabin.

The aircraft will be painted and renumbered to represent an aircraft assigned to CGAS St. Petersburg that would have searched for HU-16E CGNR 1240 that was lost in 1967 and will serve as a fitting tribute to those crewmembers who have been previously honored at CGAS Clearwater.



2010 ROOST OP-PLAN JACKSONVILLE, FLORIDA

(Thanks to the outstanding efforts of the Jacksonville planning ground crew!)

November 4-7

TOURS AND ATTRACTIONS

In the process of researching and putting the tour itinerary together it became apparent that there were a large number of attractions representing a wide spectrum of appeal. With this in mind, we have scheduled one Group Tour and have put together a suggested listing of attractions that we feel are better suited for self-directed groups of two to eight people. Many of the attractions are within walking distance of the hotel and the others are easily drivable. A complete narrative of the attractions plus directions on how to get there will be in your registration package. Admissions or costs, if any, will also be listed.

TOUR

We have arranged chartered coach for transport to St. Augustine; America's oldest city. The tour will be conducted by a professional guide in period dress. You will ride through the *Fountain of Youth* property; see the *Mission of Nombre de Dios/La Leche Shrine*; the *Plaza de la Constitution*; and the *Government House* which housed the Spanish government. Your group will then make their way to the *Lightner Museum*. The Museum, formerly the Hotel Alcazar was built in 1887 in the Spanish Renaissance style. Today, relics of America's Gilded Age are elegantly exhibited on the museum's three floors. You will have some free time to explore the historic shopping district downtown on your own. St. George Street is closed to vehicular traffic and is lined with 11 blocks of unusual shops and places to visit. During free time you will have the opportunity to enjoy lunch, on your own, at one of the many popular restaurants located within the historic district. Your next stop will be the *San Marcos Fort*, where you will enjoy over 300 years of history. This is the oldest masonry fort and the best preserved example of a Spanish colonial fortification in the continental U.S. A complete itinerary will be placed in the registration package for those going on the tour.

ATTRACTIONS

The Jacksonville Landing: The Landing, a 125,000 sq ft shopping and dining complex, is on the banks of the St. Johns River 300 yards to the west of the Hyatt in the heart of downtown Jacksonville. With great views of the city, the river, and many bridges it's a great place for lunch, dinner, and a night of entertainment.

Jacksonville Museum of Science and History: The galleries at this highly unique museum contain a variety of exciting and educational exhibits in topics such as physical science, history, astronomy, and natural science. Special events and educational programs are also featured here.

Cummer Museum of Arts and Gardens: Situated on the north bank of the St. Johns River, this museum is renowned for its permanent collection of more than 5,500 works of art. Beautiful formal gardens surround the museum and the national award-winning education center.

Friendship Fountain; On the Southbank Riverwalk, it is one of Jacksonville, Florida's most recognizable and popular attractions for locals as well as tourists. It can be reached by water taxi or made part of a walking tour.

Maritime Museum: The Jacksonville Maritime Museum Society is a small non-profit, educational association and collects books, documents, artifacts, and other historical objects significant to General Maritime History of Jacksonville and Florida's First Coast.

Walking Tour of the South Bank River Walk: The South Bank is reached by walking across the Main Street Bridge. East bound from the bridge is a mile of waterfront boardwalk. If desired, the walking tour can be tailored to include stops depicted on the large fold out map that will be in your registration package.

Riverside Arts Market: At the west end of the North Bank River Walk, under the Fuller Warren Bridge, is the Riverside Arts Market. It is an outdoor market featuring up to 150 artists, musical entertainment, street performers, fine foods and a fresh produce market. There is live entertainment but we do not have the November schedule. It is highly touted.

Jacksonville Zoo and Botanical Gardens: The Jacksonville Zoo and Gardens features the only walking safari in Northeast Florida. Discover the earth's wildlife through interactive and educational experiences. The botanical gardens are integrated among the animal exhibits. The Zoo has something for everyone with more than 1,400 rare and exotic animals and 1,000 varieties of plants.

World Golf Hall of Fame: Located at the Worlds Golf Village in St. Augustine, Florida, honors and celebrates golf's greatest players and contributors. The 300-seat World Golf Hall of Fame IMAX Theater is the largest in northeast Florida and regularly features a variety of entertaining and educational movies throughout the year. Also open is "Bob Hope: Shanks for the Memory," the largest collection of Bob Hope memorabilia ever available on public display, in more than 3,300 square feet of space.

The Jacksonville Beaches: You will find miles of uncrowded white sandy beaches and preserves east of Jacksonville between the Atlantic Ocean and the Intra-Coastal Waterway. Additional information will be in the registration package.

Note: By placing the names of the above attractions plus Jacksonville, Florida into your search engine you can obtain amplified information for planning purposes.

Coast Guard Cutter: We have arranged for a Coast Guard Cutter with an MH-65C on board to moor in front of the hotel. Tours will be as directed by the Commanding Officer. The caveat is that if unscheduled operations require the Cutter then it, of course, cannot be there.

Events and Activities Thursday 4 November

Roost Registration and Hospitality: Roost registration will be located in the Hospitality Room (suite 4104). This is a large hospitality room that opens up unto a terrace deck overlooking the river. It will be open 14:00-23:00. Directions from the hotel room registration desk will be provided. Evening meal will be on your own. There are seven full service dining facilities at the Jacksonville Landing next to the hotel and for those who wish something different – take the water taxi across the river to any one of four high end restaurants. Dining establishments are listed on the large map in your registration package.

Events and Activities Friday 5 November

Golf- Jacksonville Naval Air Station Golf Course: It is a 09:00 shotgun start. A departure time from the hotel of 07:45 is recommended if you wish to use the driving range and putting green prior to tee time. Dress code - slacks and collared shirt. The cost is \$35 which covers cart, green fees and lunch. Transportation is by personal vehicle or car pool. A bulletin board will be available in the Hospitality Room for those seeking a ride. **\$35 per person.**

Note: If you do not have an active duty or retired ID you will need to be placed on a guest list. Contact jki-mura@cgaviationassn.org or attach a note when mailing in your registration form, requesting you be entered on the MACD guest list. This will get you on the reservation.

08:30 – ST. Augustine Group Tour: Chartered Motor Coach departs the hotel at 08:30. **\$59 per person.** Arrive back at the Hyatt at 16:15.

08:30 Hospitality Suite Opens: Registration continues throughout the day. The Hospitality Room will close at 17:00 and re-open after the Roost Reception.

08:30 – 16:00 Self Directed Activities:

18:00 - 21:00 Roost Reception: Open Cash Bar; A buffet meal featuring three carving stations; two Round of Beef, one Roast Turkey with accompanying salad and vegetables; Hors d' oeuvres will be presented by staff waiters; a vegetable Crudite and desert table will be provided. It will be held in the River Terrace Room with a terrace overlooking the St. Johns River. Casual dress; **\$39 per person.**

Events and Activities Saturday 6 November

09:00 – Hospitality Suite Opens: Open throughout day. The Hospitality Suite will close at 17:00 and re-open after the banquet.

09:00 – 11:30 Professional Discourse Symposium: Two presentations – “The History of HITRON” featuring the story that appeared on the Military Channel; and “The Coast Guard UAV Program – Past Present and Future” **A minimum of 30 persons for each presentation will be required to avoid cancellation.**

09:30 – 16:00 Self Directed Activities:

18:00- 2130 – Annual Awards Banquet: One hour cash bar prior to banquet meal. Coast Guard Awards sponsored by the CGAA will be featured. Salad, with entrees of -steak with peppercorn bordelaise, chicken with roasted pepper sauce, Key West pan seared mahi , and a vegetarian option, and choice of two deserts. Coat 'n Tie; military Blues long; **\$ 43 per person.**

Events and Activities Sunday 7 November

09:00 – 12:00 Business Meeting;

13:00 - Picnic: The Picnic will take place at the HITRON Commanding Officers Quarters located on the Naval Air Station Jacksonville. **\$15 per person.**

Note: If you do not have an active duty or retired ID you will need to be placed on a guest list. Contact jkimura@cgaviationassn.org or attach a note when mailing in your registration form, requesting you be entered on the MACD guest list. This will get you on the reservation.

Don't forget to fill out your registration form—next page



REGISTRATION JACKSONVILLE ROOST NOV. 4-7

TIME CRITICAL !!! _____ REGISTRATIONS CLOSE 1 OCT



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

<i>Activity</i>	<i>Cost per Person</i>	<i>Number of People</i>	<i>Total per Item</i>
FRIDAY			
Event A --- Golf NAS JAX	\$35		
Event B --- St. Augustine Tour	\$59		
Event C --- Roost Reception	\$39		
SATURDAY			
Event D --- Professional Discourse	0		
Event E --- Awards Banquet Beef ----- Chicken ----- Seafood ----- Vegetarian -----	\$43		
SUNDAY			
Event F --- Business Meeting	\$12		
Event G --- Picnic Buffet	\$15		
REGISTRATION FEE (per registration – NOT- per person)	\$20 \$30 after September 17	Active duty None	
Total Cost			\$ _____

Register on line at: <http://www.aoptero.org/roost10jax/roost10online.php>

OR -make your check to “CGAA Roost 2010” and return this form and check to: Jonathan N. Kimura
HITRON Jacksonville - 13520 Aerospace Way
Jacksonville, FL. 32221

Contact for Questions
Bear Moseley
(386) 774-8574
jmoseley@comcast.net



Coast Guard HITRON Jacksonville, FL



The USCG Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville was America's first airborne law enforcement unit authorized airborne use of force since enforcement of Alcohol Prohibition Laws in the late 1920s.

Initially tasked with interdicting and stopping suspected drug-laden, high-speed vessels known as 'go-fasts,' the HITRON mission has expanded to include Homeland Security. The CG aggressively pursued a project – involving the use of armed helicopters for law enforcement missions – that will have a far-reaching effect for America's overall maritime security.

During a 1998 proof of concept phase, HITRON intercepted and stopped all six "go-fasts" they encountered, confiscating 3,014 pounds of cocaine, and 11,710 pounds of marijuana with a street value of 130 million. All 17 suspects were arrested. This success rate represented a dramatic increase in go-fast seizures and set the stage for the continued airborne use of force in maritime drug interdiction efforts. Due to the success during the test and evaluation stage, the HITRON program was validated and designated a permanent CG unit. HITRON grew to 40 personnel to halt the rising tide of go-fast drug smugglers, and a requirement for eight helicopters was established to meet cutter deployment cycles. Competitive bids were solicited and in March 2001, eight A109E Power helos were leased from Agusta Aerospace Corp. HITRON faced many new challenges as they converted a civilian corporate helo into an armed shipboard deployable aircraft. These aircraft were equipped with the latest radar and Forward Looking Infrared sensor system capable of recording activities on tape to

facilitate prosecution. HITRON armed these helos with M-16 5.56mm rifles and M240 7.62mm machine guns for warning shots and self-protection, and the RC50 laser-sighted .50 caliber precision rifle to disable the engines of non-compliant suspect vessels. They were given the military designation of MH68A.

Initial flight training and aerial gunnery were established and validated by HITRON pilots and gunners. Night shipboard landings, a first for the CG and now operational procedure CG-wide, were initiated using the ANVIS-9 Night Vision Goggles integrated with the ANVIS-7 heads-up display (HUD) system, and were the first users in the world to operate the latest generation of these night vision devices.

For counter drug operations, HITRON aircrews forward deploy aboard CG cutters for 30-60 day deployments, and aircrews are typically deployed about 120 days a year. While on deployment, the go-fasts are hunted not only by the MH-68A but also by maritime patrol aircraft (MPA) such as the CG HC-130H Hercules. If an MPA locates a go-fast, the HITRON crew launches from the cutter and proceeds to the go-fast intercept location. The crew then approaches the suspect vessel with weapons trained on it solely for self-protection. Once over the suspect vessel, the helo crew confirms the nationality or lack of nation status and whether the vessel is in fact a suspect smuggling vessel. The aircrew then attempts to convince the boat crew to stop through the use of sirens, loud speakers, visual hand signals, and radio communications in both English and Spanish. If the vessel stops during this phase, it is boarded and searched by the cutter's boat crew who accompany the chase in an over-the-horizon pursuit boat. If the vessel is found to be carrying drugs, the cutter crew will take appropriate law enforcement actions. If the suspect vessel fails to stop after these numerous visual and verbal warnings, the helo crew will take up a firing position alongside the go-fast and fire warning shots across their bow to further compel them to stop. If the warning shots do not convince the suspects to stop, the helo crew prepares to disable the vessel by shooting out the go-fast's engines. Using precision, laser-sighted .50 caliber rifles, the helo crew positions themselves alongside the fleeing go-fast for dis-

abling shots. The helo crew will continue to fire until the suspects stop or they are forced to stop. Once stopped, the vessel will be boarded by the CG pursuit boat crew and the smugglers taken into custody.

Due to HITRON's unique capabilities, the unit was directed to develop tactics to meet the terrorist threats facing the United States. Aircrews now deploy where needed, working with surface assets, to provide a layered defense to the maritime domain.

On 27 January 2008 the last MH68A was formally transferred back to Agusta, after the interdiction of 126 vessels, 159 tons of cocaine valued at 8.7 billion dollars and the apprehension of 465 narco-smugglers. The MH68A Stingray was replaced by the MH-65C Dolphin helo as the HITRON interdiction and security aircraft. It had been planned to use the HH-65 in an airborne use of force role but implementation was delayed until they were retrofitted with more powerful and reliable engines to handle the flight profile and increased operational weight. By September 2007 all HH-65Cs had been re-engined and the CG began upgrading them to the MH-65C adding sensors and equipment required for this complicated mission. The decision to selectively upgrade the HH-65C into a weaponized MH-65C significantly enhanced HITRON's multi-mission capabilities while utilizing a standard CG aircraft has greatly improved maintenance and logistic support.

HITRON acquired its first MH-65C on 19 October 2007. The first MH-65C deployment was 26 January 2008 aboard CG Cutter DALLAS. With a contingent of 231 billets, HITRON currently operates 10 MH-65C aircraft.

As of December 2009 HITRON is credited with 174 interdictions, directly preventing 184.84 tons of cocaine, 10.22 tons of marijuana and 303.8 pounds of heroin worth \$9.26 billion from reaching America's shores. HITRON, continues to be at the forefront of drug interdiction operations and stands ready to defend our ports, waterways and coastal security.



**CG SC-130B Model
Presented to Museum
by Ptero CAPT Bob Workman,
Aviator 914**



Ptero CAPT Bob Workman presents his SC-130B model to Jeff Foley at the Museum of the Albermarle while AirSta Elizabeth City CO Ptero John Hardin looks on.

On 20 April, the CG Aviation Association presented a SC-130B 1339 model (in original livery as delivered to the CG) I constructed to the Museum of the Albermarle for their CG aviation exhibit. Ptero CAPT John Hardin, Aviator 2573 did a great job reviewing the history of 1339 and making the presentation. John also presented a thank-you plaque from the Pteros to Jeff Foley of Foley Manufacturing who purchased the materials and provided me with wind tunnel model molds to layup the 1339 model. The molds were originally cut to build a model to test the new Air Force AC-130.

Prior to taking the model to the mu-



seum, I asked John if his C-130 crews might like to see the model. We set it up on a mule in the hangar for them.

CGAA Prez Mont Smith had the following comments: This remarkable achievement showcases the introduction of the first C-130 built for the Coast Guard. She served honorably and well for 25 years, retiring on October 31st, 1983. I'm told her yoke and data-

plate in a handsome shadowbox can be seen at the HC-130H Prime Unit.

The help received by Jeff Foley was instrumental in reconstructing this highly accurate model. Bob Workman has once again outdone himself...and he has pledged to construct another (1450 series) C-130 for the Aerospace Museum of California!

This type of work (preserving and showcasing CG Aviation history) is what the Coast Guard Aviation Association is about. Our many and varied projects, (conducted by devoted members with incredible talents) are receiving wide notice. A special thanks to all who participated in this journey from beginning to end...and Bob, you are amazing!



**CG, Blue Angels Highlight
National Cherry Festival
in Traverse City**

It's flash vs. function this year at the National Cherry Festival. The U.S. Navy Blue Angels typically attract the attention when they jet into town, but this year, special accolades go to CG Air Station Traverse City, which supplies much of the ground support, refueling, security and logistics for the Navy precision flying team. "A lot goes into it, and we're honored to be a part of it," said Jonathan Spaner, commander of the TC Coast Guard station. **The city is being named a Coast Guard City, one of only 10 in the nation.** (Grand Haven was the first and is known as Coast Guard City USA.) An official proclamation of the designation will be read during the Cherry Festival, which runs July 3-10. USCG members will serve as grand marshals of the Cherry Royale Parade on July 10.

The recognition brings into focus the region's Coast Guard station, which is an all-air support unit (Grand Haven has all ships), housing five HH-65 Dolphin helicopters (each with twin jet engines), 150 personnel, its own health center and food service galley. Its coverage area includes all of Lake Michigan, Lake Superior and the northern half of Lake Huron, Spaner said. It is one of the largest bases in the CG, Spaner said. "Most people don't realize our area of responsibility includes all of the U.P., the cities of Chicago, Milwaukee, Green Bay and

Duluth, and a big portion of the Great Lakes," he said. The station maintains search and rescues, law enforcement, Homeland security and environmental protection. It has provided help to the clean-up efforts in the Deep Water Horizon oil spill in the Gulf of Mexico, and in the winter sends a helicopter to the Caribbean for reconnaissance against drug and human trafficking. He said that made Traverse City a strong applicant for the designation - that and dozens of letters and endorsements from the city, schools and political leaders. Spaner, who has been at the station for a year and came from Washington and also served in the Middle East, said northern Michigan's station is a "large and complicated base." "We have 1,500 miles of international border to cover," he said. "There's about 4 million registered boaters on the Great Lakes and a significant percentage of the nation's gross national product moves through the Soo Locks." When the Blue Angels arrive on June 27, the station will handle two tractor-trailer loads of Navy equipment, plus dozens of pilots, support personnel and hundreds of TC-area volunteers who help with the Cherry Festival air shows, which are July 3-4 over Grand Traverse Bay. "The biggest impact (on the base) will be the number of people," said Chief Warrant Officer Scott Welch, who is overseeing the Navy visit.

The Blue Angels arrive in the area on June 27, several days before their performances, to visit with residents and explore the area. It's up to the TC station to provide the Navy with information on such things as environmentally sensitive areas, towers, malfunctioning navigational aids, unique terrain features as well as conference rooms, charts and briefing areas, Spaner said.

While most festival-goers will ooh and ahh over the spectacular Navy flying team, the area's USCG will be in the background, providing the backbone and securing the perimeter.





Air Station Miami

(Change in Progress)



By LT Ryan Seymour, Aviator 3856

Since its inception at Dinner Key in 1932, Coast Guard Air Station Miami has provided the South Florida area with highly trained aviators and technologically advanced aircraft to ensure maritime safety, security, & national defense. As the years passed the unit's capability expanded, impacting areas within the Caribbean Basin and extending the reach of the Coast Guard's missions. In 2005 Air Station Miami operated 6 HU-25 Guardian fan jets and 9 HH-65B Dolphins helicopters. Now, on the heels of the Coast Guard Deepwater program, the unit operates 5 MH-65C Dolphins helicopters & is transitioning from the HU-25 to the HC-144 Ocean Sentry.



The HC-144A is a fixed-wing twin turbo prop aircraft that will be used to perform various missions within the D7 area of responsibility (AOR), including environmental protection, SAR, maritime patrols, and cargo/personnel transport. The Ocean Sentry is equipped with a Rockwell-Collins Flight glass cockpit avionics suite and auto-pilot, and a communication package that spans a gambit of UHF, VHF, HF, FM and satellite communication. It also houses a roll on-roll off Mission Sensor Pallet that controls a 360° surface search radar, Star Safire III electro-optical/infrared (EO/IR) and forward looking infrared (FLIR) sensors, as well as the ability to transmit data via a secure network. The platform's endurance allows it to bring all of these aspects to bear wherever needed for more than double the endurance time of the HU-25, allowing the crew of the aircraft to track contacts of interest until an intercept is made by surface vessels, either to rescue mariners in distress or to interdict suspected criminals. The unit will begin operational missions with three Ocean Sentry aircraft in October 2010.

Along with the arrival of the new fixed aircraft, AirSta Miami has transitioned all of its rotary wing aircraft to the MH-65C. An advanced version of the HH-65, the MH-65C features more powerful engines replacing the helicopters' LTS

101 engines with digitally controlled Turbomeca Arriel 2C2CG engines, adding 40 percent more power. The ten bladed tail rotor has replaced an eleven blade rotor system that significantly reduces the aircraft's noise output. The MH-65 also features an enhanced communication package to include SATCOM, HF, as well as the ability to operate within the Coast Guard's new Rescue 21 network and talk directly with local first responders. Other additions include the ability to mount the M240 machine gun and M107 rifle.



Not only are the aircraft at Air Station Miami changing but the unit itself will undergo major enhancements to tailor its infrastructure to accommodate the new aircraft. Mo-



difications to the hangar and anti-corrosion stations are in progress to adjust to the size of the Ocean Sentry. Secure Spaces are also being built to house the Mission Sensor Pallets that will accompany the new aircraft. The Air Station Miami patch was also affected by the changes; no longer does the pink flamingo and swaying palm grace the unit patch. Air Station Miami has adopted a patch that imparts the unit's continued commitment to Aviation Excellence.



**The Old Girl, She Ain't
What She Used to Be...
But She Will Be
by Ptero Tom Rich, P-2596**



The Pueblo Weisbrod Aircraft Museum (www.pwam.org) in Pueblo, CO is the home of the international B-24 museum and houses a collection of military aircraft that range from a B-47 to a B-29 to an old Stearman PT-17 among many others on inside and outside display. Included in the collection is one USCG plane, HC-131A 5794.

The HC-131 was manufactured by Convair and started life as a Convair 240, initially as a medium range commercial airliner on specs from American Airlines to replace their DC-3s. The military career of this plane began in 1954 in the USAF, used initially as a medevac and VIP transport. Later the USAF used this aircraft as a trainer for navigators.

The USCG's involvement with the C-131s began in '76 and lasted through '83. They were taken out of desert storage by the CG and used as a patrol aircraft to bridge the gap between the amphibious Grumman Albatrosses (HU-16s) and the Falcon jet (HU-25).

A few months ago the "Colorado Coasties" were contacted to ascertain their willingness to repaint the plane that has been on outside display for over 20 years – and it shows! The impetus for the makeover is that PWAM has secured funding and will soon start construction on a new 32,000 sq. ft. hangar, doubling their current enclosed facilities.

A major milestone occurred on Wednesday 3 Feb, owing to the diligence of retired Master Chief Thomas Mulford who is heading up the project. Ken Libonati, General Manager and Steve Davidson, Production Manager of A-Shed USA Denver delivered their

brand new, donated shed to the Pueblo Museum for our use on this project and the museum's use upon completion of our project. The shed is 8x10 ft., fully enclosed with ample room for storage, a work area, etc. This is a huge donation as the shed retails for around \$1,700.

The actual work on the plane is on hold awaiting more favorable weather.



Until spring gets here and we can de-



Enjoying the new shed (L to R) Charlie Weaver – Tom Mulford's neighbor and retired Air Force, Tom Mulford, Project Leader, Ken Libonati, A-Shed Gen. Manager Tom Rich, Colorado Coastie, Dr. Ray Sisson, PWAM Historian, Ted Baer, PWAM Engineering Director.

pend on day after day of suitable temps, we'll trek down there whenever we can get a break – meaning a day will be dry with temps above 50 F.

The first task will be to wire brush the rust from the many Phillips screw heads with electric drills and wire brushes – not the kind of task requiring a rocket surgeon (my term). Improving weather will have us priming, masking and painting. We will send out periodic notices when we expect to make a day trip down there.

Our completion deadline of late spring 2011 was moved up recently to August 17 of this year!! Why? PWAM's new hangar completion date is much sooner than originally estimated. The 131, ow-

ing to its size, will be one of the first planes rolled inside. Once it is in, it will be there forever. Painting inside would be impossible owing to overspray. To be successful and to make our deadline, we **need help!!** Anyone can help with physical labor, technical talent to mentor us, helping in the search for donations or simply sending a tax-deductible check.

Please contact either Tom Rich – uscg-colo@earthlink.net or Thomas Mulford – t m u l f o r d 5 2 @ h o t m a i l . c o m You need not be a Coastie to help; everyone willing to lend a hand is welcome.

We're also seeking copies of logbook entries and first person accounts of missions this plane flew while in the CG inventory. Please send same to: Tom Rich (pteros@earthlink.net) or by snail mail to, 230 Sierra Vista Drive Colorado Springs, CO 80906-7229

Tax deductible donations (Federal Tax Exemption Number is **98-20418-0000**) for this project can be sent to: **Pueblo Historical Aircraft Society Attn. Dr. Ray Sisson 31001 Magnuson Ave. Pueblo, CO 81001.** On the memo line of your check please enter "USCG HC-131 Restoration" in order for your donation to be specifically earmarked for the Colorado Coastie project.

After the plane is hangared, it is our intention to create, within the plane's interior, a mini museum of CG artifacts. Hopefully, we can find artifacts that are specific to this aircraft.

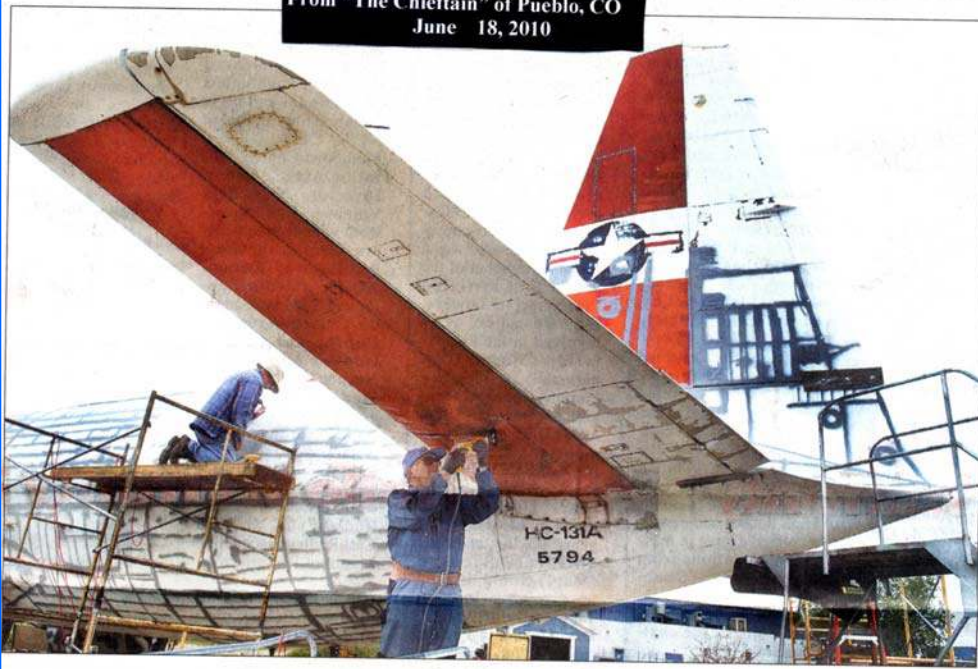


Ptero CAPT Ray Copin, Aviator 744 and his wife, Iris, inspect a CG uniform he donated several years ago to the PWAM. He and Iris visited there in April. He noted then that painting of the 5794 tail was completed.



HC-131A Makeover Progress Report

From "The Chieftain" of Pueblo, CO
June 18, 2010



MAKEOVER



Members of Colorado Coasties, a group of some 200 active duty Coast Guard personnel, retirees, veterans, reserves and cadets from across the state, have been working since March to refurbish an HC-131 Coast Guard airplane in time to celebrate the Coast Guard's Aug. 4 birthday.

ABOVE: Jack Hunter (right) of Denver and Thomas Mulford of Colorado Springs prepare the plane for a new coat of paint. LEFT: Unidentified volunteers from Colorado Coasties are shown working on the aircraft, which was used for search-and-rescue operations in the Gulf of Mexico for about 20 years before being retired. It has been parked at the Weisbrod Aircraft Museum at Pueblo Memorial Airport.

CHIEFTAIN PHOTOS/CHRIS McLEAN

The real credit for the 5794 makeover goes to retired MCPO Tom Mulford. He has worked like a slave on so many fronts for this rehab. He came forward and volunteered (remember that dreaded word??) to head up the project. He has been there EVERY day that there has been work performed, which started back in March, and is usually 5 days a week. Because of Pueblo's heat, we are meeting here in CSprings at 0530 and turning to at 0615. We usually last until 1300 or 1400, depending on the heat. Response to pleas has been anemic; usually just 2 or maybe 3 of us. Most was 6. He has lined up great sponsors:- Walmart \$200, with more coming; Lowe's sold him tools/supplies at half price - their contribution was about \$500.

He's been "working" Sherwin Williams for about 2 months in an attempt to get paint donated. We should know soon if they are going to spring. If so it would ring in at about \$5K.

The Chieftain's photog was there at the museum shooting a model plane contest (she should have been shooting those damned pigeons, but that's another kind of shooting) and saw the activity on the CG plane. She came over and just started shooting us. That was one of the rare cool days, you can see us bundled up. More typical was the day I put my digital thermometer on the port cowling in the sun, to be fair, and it read 128.5. Thoughts of our troops in the midwest keeps us going!

Ptero Tom Rich, P-2596



Air Station Clearwater HH-60 Crew Receives Award for Rescue

The Helicopter Association International (HAI) announced that the crew of AirSta Clearwater's HH-60 CGNR 6033 is the recipient of the 2010 Sikorsky Humanitarian Service Award for a rescue on 7 September 2008. The crew received the international honor at the annual Heli-Expo 2010's Salute to Excellence Awards banquet in Houston, TX on 22 February.

HH-60 6033 launched from Providenciales, Turks and Caicos, to assist a vessel with four people on board, 50 miles from the eye of Hurricane Ike in its most dangerous quadrant. "LCDR Mark W. Turner, Aviator 3395 and Ptero LTJG Daniel Cathell, Aviator 3922 skillfully piloted the aircraft through the dangerous semi-circle of the hurricane, replete with deteriorating weather conditions, limited visibility, low ceilings, 40 foot seas, and wind gusts reaching 75 knots. Completing a challenging visual approach to the vessel, the crew was unable to find a safe hoisting area because of extensive rigging and framework that littered the deck. After a careful risk assessment, it was determined that the survivors should enter the water to be hoisted to safety. Undaunted by the weather, rescue swimmer AST3 Jon E. Geskus powered through towering waves for nearly 30 minutes to locate and hoist the first survivor to safety. During the third hoist, Cathell realized that the helo was being driven back over the F/V by the hurricane force winds. Aware that Geskus and the survivor were still dangling below the aircraft, and could possibly be dragged through the rigging, Cathell assertively maneuvered the helo safely away from the vessel as Geskus and the survivor were recovered. Despite exhaustion from his efforts, Geskus rendered medical assistance to all four survivors before they were transferred to a local hospital to be treated for minor hypothermia.

The newly designated flight mechanic, AMT3 Jason A. Menezes, completed his first operational hoist during the mission. Each crewmember's airmanship and courage stood out as they rose to the challenge, allowing the crew of the stricken vessel to safely return home."

[See 'HAI Award' on P. 23]

Mail Call!

This issue's mail is brought to you by the Vought-Sikorsky XR-4C (also known as HNS-1, the first CG helo) at the Udvar-Hazy National Air & Space Museum.



Not Your Father's CG

Here's some good reading regarding CG 'black ops' in South America that included some Ptero C-130 capers, but perhaps unknown to many, depicted in a book about the Drug Interdiction Assist Team (DIAT) entitled "**Not Your Father's Coast Guard**". I am quite certain that 99% of our fellow pteros have no knowledge of that remarkable, small, but very effective force of Coasties who went after the sources of cocaine in South America. Included is a short description of some C130 flights to Peru, and you will recognize the names of fellow pteros." There are many sources of the book, including; **Amazon.com** and **The book's home page**-http://www.not_yourfatherscoast-guard.com/Home_Page.php

Ptero VADM Howie Thorsen, Aviator 776

Update on Ptero Brad Bean, Aviator 2460

I'm writing about my dear friend, Captain Brad Bean, USCG. Brad was reassigned last summer from his job as commanding officer of CG AirSta Barbers Point, Hawaii to Chief, Aviation Engineering (CG-41) at CGHQ. Almost immediately upon arriving there, Brad took ill. He was admitted to Johns Hopkins University Hospital and was diagnosed with pancreatic cancer.

Brad and his wife, Cereto, are among the most courageous people I know. After the tragic loss of the crew of HH-65C helo CG-6505 following a night hoist training accident, they traveled together to all parts of the country to attend four solemn burial ceremonies where the victims were laid to rest.

Comforting and consoling wives, sons, daughters, parents and siblings was not an easy task, but Brad carried himself through it all with calm, easy grace. Cereto and their sons have always been his source of strength. Many of you will remember Brad's upbeat, joking manner when he competed against AirSta Astoria for the 2008 Pterodactyl Roost. That's when I marked him as a winner, a guy who would give his all for the Coast Guard and the people he would lead.

Brad's condition is being tested, but his will and sense of humor are soaring. He is currently pursuing an alternative treatment that involves a serious blend of chemistry and faith. He travels with Cereto to Long Island weekly now, to receive a combination of six chemo meds, which is being administered by a research physician. Brad recently was the visiting leadership speaker at the annual Aviation Training Conference for Prospective COs & XOs. And, I ask you...who better? More information is available on <http://www.caringbridge.org/visit/bradbean>.

Let's keep Brad in our hearts and prayers.

Ptero Mont Smith, Aviator 1520

CG Capt Dave Gershowitz

I read with total interest the story about Capt. David Gershowitz. I don't know whether or not you folks know I am finishing a book called "Going Places, Meeting People, Witnessing Change, THAT MAKES THIS HISTORY WORTH REPEATING."

I first met Captain, then Commander Dave Gershowitz, who sought me out when I was assigned as the Yeoman of SAR Group, Wake Island, Pacific. He had heard that three Jewish Boys were assigned to Wake and we would all be together for Passover 1953. Out came the Flying Rabbi to see to it that we had a bit of a religious experience out there over the International Dateline. He also made it his business to make sure that we as representatives of our faith would do nothing to embarrass us all. The three sailors were, Stan Lev, another from the relief crew coming to Wake and myself from Barber's Point. The rest of the story is repeated below.

One of the things I would add, that some month or two later, I was to make a forward area trip on a CG supply plane (DC-6B) and use part of a banked leave of

nearly 60 days. Coming in for the landing, the checklist was followed, but someone forgot to drop the gear and as I watched the aircraft coming in along with Cdr. J. F. Bills, we noticed that the gear was not down and locked. Too late, the ends of the four propellers were curled and luckily, whoever was the pilot aboard, adjusted for full power and lifted off to circle the island and dump fuel, to make ready for an emergency landing which was to follow. The firecrews were positioned, the gear was then lowered and locked and the aircraft landed without further incident. There went that trip to the forward area. Dave was one of the pilots and to his regret we spent the next several days on Wake instead of going to the forward area to share some time there together. By this time we were fast friends to last almost until his demise.

I was an aviation enthusiast from the get go, and secured a float plane license with a Luscombe 8A and then a J-3 on floats before coming into the service, If you add that mix to our lives, both graduating from the same high school, (only I followed him by 14 years) and both from Brooklyn and in love with Floyd Bennett, it was a natural for us to become and stand as good friends.

Ptero Joshua S. Sparrow, P-2928

Another Aircraft Restoration Project

I own a small aircraft restoration company located outside of Milwaukee, WI. I am currently restoring a Stinson L-5 (OY-1) that was one of four used by USCG. It was based at CGAS Elizabeth City NC from 1948-58. My airplane, 42-98168 has the distinction of the longest L-5 service career in the CG. My goal is to restore it to grand champion quality and have it judged at Oshkosh. Please send me stories and photos about it.

Ptero William Tromblay, P-3114

Tromblay Tool LLC
W272S8755 Hillview Dr.
Mukwonago, WI 53149
414-313-5542 n9uns@aol.com



THREAD TAILS & VAPOR TRAILS



A Quilt Challenge and Traveling Display Celebrating 100 Years of Naval Aviation

Kelly Gallagher-Abbott, Curator

Email: kelly@navyquilts.com • Phone 970-224-9975

www.navyquilts.com

The Naval Aviation Museum Foundation at the National Naval Aviation Museum in Pensacola, FL is sponsoring a nation-wide quilt challenge to honor and commemorate the Centennial of Naval Aviation in 2011. Special events are being planned nationwide to commemorate this milestone, including air shows, Fleet Weeks, Navy Weeks, and other displays honoring naval flight.

Quilts have an important place in American history. They have been made to comfort or honor individuals, celebrate special events, provide warmth, or be used as art. Contemporary quilt makers meet in small and large groups to share techniques and enthusiasm about their chosen art form, and to create quilts for local and national charities. Large quilt shows and exhibitions exist across the United States, allowing quilt makers access to vendors and supplies, as well as the opportunity to display their work. Those interested in competing have many opportunities, and some contests offer large cash prizes and significant prestige. One form of competition is the quilt challenge. Quilt makers are given certain criteria or requirements, such as using a special fabric or creating a quilt within a chosen theme.

Ms. Kelly Gallagher-Abbott, a quilt maker and past curator for the Hoffman Challenge, the first and currently largest international quilt challenge, will curate the navy quilt challenge. Quilters will be invited to make a 40" square quilt to commemorate 100 years of Naval Aviation. **Submissions will be due on October 1st, 2010**, and will undergo a jury and judging process. Selected and award winning quilts will be unveiled at the Blue Angel Homecoming Event and Air Show at the Pensacola National Naval Aviation Museum, November 11th and 12th, 2010. In January, 2011, the quilt displays will begin traveling to nearly 100 events, including air shows, museum exhibitions, Fleet Weeks, military and aircraft conventions, and quilt shows.

This collaboration offers a unique and positive opportunity for both aviators and quilt makers. The Navy will have the chance to educate and dialogue with a dimension of the public, with whom they don't normally have much communication, and quilt makers have an opportunity to share their art form with individuals who are not aware of the contemporary art quilt movement. They also have the opportunity to honor Naval Aviators, Marines, and the Coast Guard, and to recognize acts of heroism and the sacrifices made by our nation's heroes.

Quilt makers can choose to donate their entries. At the end of 2011, donated quilts will be auctioned with proceeds supporting a special education project of the Naval Aviation Museum Foundation: The National Flight Academy. The National Flight Academy is poised to become the premiere aviation-inspired learning adventure for our Nation's youth, delivering a world-class experience that ignites students' passion for Science, Technology, Engineering and Math (STEM). The curriculum will be based on these STEM principles designed to help prepare 7th-12th graders to compete in the challenging technological future. Attendees will spend a week in an immersive, aviation-based learning environment reaching beyond the traditional academic experience. Scholarships will be available for qualifying students.

Quilts made in the 21st century are very different from your grandmother's quilts. They can include unique and realistic imagery and complex graphic design. Quilt entries are anticipated to reflect a rich variety of skills and workmanship, and many will be inspired by personal stories related to naval aviation.

For more information, please contact me or visit the following websites: www.navyquilts.com, www.navalaviationmuseum.org, www.blueangels.navy.mil, www.centennial.ahf.nmci.navy.mil www.nationalflightacademy.com.



Centennial Magazine Soliciting Articles to Celebrate Centennial of Naval Aviation

The Navy History and Heritage Command is looking for aviation related articles for their Centennial Magazine to celebrate the Centennial of Naval Aviation. This is a unique opportunity to publish articles relating to the CG. Interested parties may submit their articles to CAPT Richard S. Dann (619) 545-1899 (w), (619) 384-9165 (wc), or richard.dann@navy.mil.



AirSta Salem FROM 9

amphibious plane for Salem's use. Foley had learned to fly in Pensacola, FL, where he earned the reputation of being a top pilot, and a hero for his role in achieving an internationally acclaimed rescue mission on New Year's Day in

January 1933. In stormy weather conditions, Foley (copilot) and Carl C. von Paulsen (pilot) spotted and saved a man adrift in a small wooden skiff. While landing in a sea with 12-foot waves, their rescue plane, the Flying Lifeboat PJ-1 Arcturus was severely damaged.

Consequently, they could not fly back to shore and had to taxi for many miles. Foley, von Paulsen and three crew members were awarded a Gold Lifesaving Medal for this achievement.

Foley's flight with the new Dolphin [See 'AirSta Salem' on P. 23]



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 early 2010 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AET3 Roy D. Mackay	San Diego	AET3 Nicholas J. Grant	Clearwater
AST3 Adam Carr	New Orleans	AST3 Nicholas K. McConnell	Detroit



NEWLY DESIGNATED AVIATORS

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4234 Thomas M. Garcia	Sacramento	4256 Timothy R. Andersen	Port Angeles
4235 Robert J. Brown	Corpus Christi	4257 Dustin G. Barker	Corpus Christi
4236 Casey S. Corpe	Barbers Point	4258 Mark D. Bruno	New Orleans
4237 Howard B. Baker	Miami	4259 Lashandra R. Holmes	Los Angeles
4238 Benjamin J. Berman	Astoria	4260 Kristen R. Jaekel	Elizabeth City
4239 George R. Matthews	Borinquen	4261 Jessica S. Davila	Savannah
4240 Steven M. Grey	Clearwater	4262 Ian A. Culver	San Francisco
4241 Trevor M. Varian	Corpus Christi	4263 Jay F. Kircher	Atlantic City
4242 Grant H. Langston	DCA	4264 John Sgarlata	Atlantic City
4243 Gregory T. Dahl	Elizabeth City	4265 Bryan R. Weber	Barbers Point
4244 Daniel J. Deangelo	Clearwater	4266 Michael A. Deal	Cape Cod
4245 Callan D. Robbins	Sacramento	4267 Adam R. Frye	North Bend
4246 David M. Stern	DCA	4268 Matthew T. Krueger	Traverse City
4247 Christian G. Ginityrapp	Clearwater	4269 Daniel E. Menteeer	DCA
4248 Raymond M. Jamros	Cape Cod	4270 Michael W. Gibson	Houston
4249 Harry B. Jeffries	Cape Cod	4271 Sean T. Groark	San Diego
4250 Leo C. Lake	Astoria	4272 Andrew P. Lund	Cape Cod
4251 Lauren M. Power	Barbers Point	4273 Brian W. Seekatz	Houston
4252 Matthew M. Carlton	San Diego	4274 Nathan A. Shakespeare	Traverse City
4253 Terdell A. Nash	Mobile	4275 Anthony L. Falce	Detroit
4254 Paul H. Johansen	Elizabeth City	4276 Jason A. Neiman	Detroit
4255 Nicole Wells	DCA	4277 Patrick A. Street	Mobile

CG Aviation Association Multi-mission Form

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(Renewals need only enter corrections/additions — see mailing label)

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City: _____ State _____ Zip _____

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

Spouse: _____ TP Res. () _____ - _____

Email Res. _____ TP Work () _____ - _____

Email Work: _____ TP Cell () _____ - _____

Sign me up for:

- Life Membership \$ 250 (includes a Ptero Pin)
- Annual Membership \$ 20 (*Active Duty \$15*)
- Ptero Ball Cap \$ 20 (includes postage)
- 2009 ECity Roost Polos, T-shirts, Caps \$19/\$10/\$12 (includes postage)
- Book: *So Others May Live* \$ 25 (includes postage) (Paperback \$14)
- Ptero Bumper Stickers \$ 3 each, 2 for \$5
- Ptero Patch, 4 inch \$ 8
- CG Aviator/Aircrew/RS \$ 30 (includes postage)

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

June 2010 **Please make copies of this form and pass it on.**

Dues are tax deductible

Please check all below that apply:

- CG Active CG Retired
- CG Reserve Former CG(not ret)
- CG Auxiliary Other Supporter

CG Aviator (*Data if known:*)
Designation Nr: _____ Date: _____
Helo Nr: _____ Date: _____

CG Aircrew CG Flight Surgeon

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

Other: _____

Please send me how-to-help info!

Total Enclosed:

\$

MAIL TO:

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

C. G. Aviation Art Available for Purchase

Commercial artist Bryan D. Snuffer has painted many beautiful renditions of modern and legendary CG aviation-themed scenes. He attended the 2009 roost in Elizabeth City with his family and had many of his works on display. He is offering prints of his work for sale. Some of Bryan's works have been commissioned especially by your CGAA for special occasions. One of his works of art is shown on the right and another is on page five. Watch for more of his pictures, and stories behind the portrayed scenes, in future Pterogram editions.

Copies of Bryan's work may be purchased by contacting him at:

Bryan David Snuffer Fine Art Studio

4838 Kathryn Street

Muskegon, Michigan 49444, USA

Web: <http://www.bryansnuffer.com>

Facebook: <http://www.facebook.com/pages/Bryan-David-Snuffer/52402321306>



tel: 231-571-0831
fax: 248-387-2533
bsnuffer@comcast.net



HAI Award FROM 19

The crew also received the Outstanding Helicopter Rescue award for 2008 for this rescue from the CGAA at our 2009 Roost in Elizabeth City, NC.



AirSta Salem FROM 22

also took him from the Douglas factory in Santa Monica, CA, to Miami, FL., and Washington, D.C. before landing in Salem. It marked the first transcontinental flight ever to fly directly to Salem from the West Coast.

Salem has an amazing — but often overlooked — aviation history.

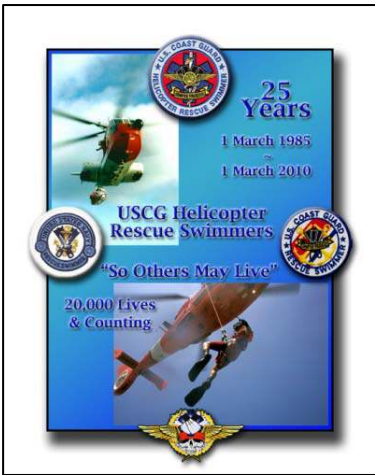
[*AirSta Salem closed in 1970 and moved to AirSta Cape Cod...Ed.*]

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Rescue Swimmer
Program Celebrates
25 Years Pg. 5



HITRON Jacksonville Pg. 15



CG Aviation Art
For Sale Pg. 23



Naval Aviation Centennial
Quilt Challenge Pg. 21

Traverse City to be Named
a "Coast Guard City"
Pg. 16



Miami Air Pg. 17

MAIL Pg. 20
2010 ROOST, Pg. 11



Air Station Salem 75th
Anniversary Pg. 9

AirSta Clearwater HH-60 Crew
Receives Award Pg. 19

THAT'S NOT ALL !!