



# PTEROGRAM

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

Sitrep 2-08 Summer 2008

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

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## Roost Plan & Registration - pages 3,4,5



Pterodactyls and pfriends,

Astoria welcomes you! The area known as the "Graveyard of the Pacific," the treacherous waters off the Columbia River Bar, the Tillamook Bar and the Grays Harbor Bar, are the operating environment for the aviators and lifeboatmen of Group Astoria. The local area also provides some of the most beautiful natural scenery in the United States...and this year hosts the 2008 Roost.

The men and women of Group/Air Station Astoria are honored to be your hosts! We hope you'll follow Lewis and Clark and make it to this wonderful and historic town, the oldest American town west of the Mississippi. LT Rob Potter and LT Brooks Crawford, Roost Project Officers, along with our committee of RADM Ed Nelson, CAPT Rod Leland, CDR Ron Larsen, and CDR Malcolm Smith, have worked hard to put together this Northwest gathering. Details of the Roost are included in this Pterogram. We hope to see you here in September!

CAPT Peter Troedsson, USCG, Av 2551  
Commander, Group/Air Station Astoria



### Personal Roost Phlight Planning

1. Reserve Room (page 3)
2. Plan Travel
3. Select Activities (pages 3 & 4)
4. Submit Roost Registration (page 5 — postal mail *OR* register and pay on line at [www.AOPtero.org](http://www.AOPtero.org))

Note deadline  
1 August  
to save \$



## 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 2008, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

### **NOTE**



Changes in dues were approved at the 2007 business meeting and became effective in 2008. Check out page 15 for the renewal application and current dues.

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**PTEROGRAM** is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel.

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## President's Corner



Fellow Pterodactyls --



As I look forward to the roost at Astoria and being together with many of you, I continue to be proud of what our association stands for and achieves. I very much appreciate the talent and dedication of the relatively small number of volunteers who seem to be at it practically every day on behalf of all of us. Their numbers are far from legion, and I yearn for the day when their number grows substantially so we can spread the workload around, involve more members in our activities, and generally live out a take off on the saying, "many hands make light work, or, at least, lighter work." We sure can use your help.

Now, I'll mention three items that have great relevance to the active duty Coast Guard aviation community.

At the behest of her CGAS Miami C.O., CAPT Steve Mehling, Aviator 2263, LCDR Gretchen Jones, Aviator 3447, spearheaded a unique tribute to the Coast Guard Ancient Albatross and Coast Guard Enlisted Ancient Albatross with a special dedication at the D7 Change of Command ceremony for RADM Dave Kunkel, Aviator 1726, on 1 May. Our association cooperated in several ways. We drafted a letter to each former Ancient AI and Enlisted Ancient AI (or their decedents). In the process, Gretchen found an old *HS-2L wood propeller* on e-Bay, outbid competitors, and secured the artifact for \$500 (normally they go for \$2,000 or more). We matched all contributions from the wardroom and paid shipping. I've wanted to tell you that this story had a profound effect on LCDR Jones in that overnight she became deeply immersed in her heritage and experienced the responsiveness and power of the Pterodactyls with *her* hand on the throttle! *Bravo Zulu for your outstanding effort, Gretchen!*

Another *great event* was the opportunity Cathie Zimmerman and I had to attend the presentation ceremony for the prestigious Witherspoon Outstanding Leadership Award. Honored was LCDR Olav Saboe, Aviator 3462, CGAS New Orleans Engineering Officer [*We offered our congratulations in Sitrep 1-08*]. LCDR Saboe brought his unit MCPO Leading Chief, his Mom, Dad, and Sister (a USNA grad) to the ceremony. Afterward, Cathie and I took them to lunch and listened as Olav recounted his experiences during Katrina and while deployed to the Persian Gulf with an H-65 on Navy vessels during his tour at CGAS Barbers Point. This fine officer promised to spread the word about the value of CGAA membership!

Finally, the association was extended an invitation by the National Defense Industry Association to attend a black-tie dinner at which the Commandant was presented the Eisenhower Award for his recent leadership in forthrightly addressing Deep-water Project issues. RADM Bob Johanson, Aviator 869, and his wife Joan graciously represented our association in honoring ADM Allen.

So, it's been a very busy spring 'behind the scenes'...with a very busy summer and fall to come! I look forward to the Ancient Albatross Change of Watch at ECG on 26 June and, of course, the 2008 roost. Semper Paratus.

**1520**



## Taps

We regret to report that the following member  
has logged his last flight: Arthur Crostlick, Aviator 1774



# 2008 ROOST OPPLAN ASTORIA, OREGON

*(Thanks to the energetic active duty & retired members of the Astoria planning ground crew.)*

**DATES:** Thursday, 11 September — Sunday, 14 September 2008

**HEADQUARTERS (as earlier announced in the spring 'Gram):** The Holiday Inn Express, 204 West Marine Drive, Astoria, OR 97103. Phone direct to (888) 898-6222 or (503) 325-6222. Ancient Order rates start at \$129. Other rooms may be available at the following Astoria 'Inns:' Hotel Elliott, (503) 325-222; Red Lion Hotel, (503) 325-7373; Comfort Suites, (503) 325-2000; Best Western Hotel, (503) 325-2205; Oregon National Guard Camp Rilea for cabins and RV's, (503) 861-4052. Ask for the group rate for the Ancient Order of the Pterodactyl (explain Coast Guard Air if necessary). See Sitrep 1-08 for a local map showing these locations or refer to the contacts on the registration form (page 5) for advice.

## EVENTS AND ACTIVITIES, Thursday, 11 September

**ROOST REGISTRATION and HOSPITALITY:** Roost registration and hospitality will be at the Holiday Inn Express Noon to Midnight on Thursday. Come by before or after checking in to your quarters for the night, and visit here to register for the roost, obtain schedules, tickets, etc. Do your roost preflight.

## EVENTS AND ACTIVITIES, Friday, 12 September

**8:30 am Hospitality Suite Opens**

**9:00 am — 1:00 pm**

### Historic Astoria and Lewis & Clark Tour. (A)

Depart Holiday Inn Express at 0900 and return 1300. Consider yourself a modern day explorer as you board a comfortable coach for your exploration of the oldest American settlement west of the Rockies. Join the ranks of important visitors starting with Captain Robert Gray in 1792, Lewis and Clark's Corps of Discovery in 1805 and now you. View the Astoria Column with its breathtaking view over Astoria, the Columbia River, and the Megler Bridge all the way to Washington. Tour Fort Clatsop, a replica of the fort as depicted in Clark's journal. Returning we head through historic Astoria past famous Uniontown, the Doughboy monument, and beautiful Victorian homes, and famous movie sites from "Goomies and Kindergarten Cops." Our destination is the acclaimed Columbia River Maritime Museum, designated Oregon's official State Maritime Museum. This outstanding institution with 24,000 square feet of exhibit space was the first nationally accredited maritime museum in the western United States. **\$35.00 per person. 20 person minimum.**

**9:00 am — 1:00 pm**

### Seaside Cannon Beach Shopping. (B)

Depart Holiday Inn Express at 0900 and return 1300. Visit some of Oregon's most enchanting communities. Seaside is a family resort area, where families have been spending the summers for decades. Seaside offers excellent seafood restaurants, quaint shops and friendly people. Cannon Beach, once an artist community now a Mecca for photographers, artists and writers, offers several galleries and shops. A real photo-op will be enjoyed as we stop to see Haystack Rock, one of the world's largest freestanding monoliths. **\$33.00 per person. 20 person minimum.**

**1:30 pm — 4:30 pm**

### Cape Disappointment, North Head Lighthouse Tour. (C)

Depart Holiday Inn Express at 1330 and return at 1630. CG Station Cape Disappointment, situated at the mouth of the Columbia River, is the largest CG search and rescue station on the northwest coast. 50 crewmembers are assigned. Cape Disappointment is also the site of the oldest search and rescue station within the Thirteenth Coast Guard District. The Lewis and Clark Interpretive Center, overlooking the confluence of the Columbia River and the Pacific Ocean, has been recently renovated in light of the Bicentennial commemoration of the Corps of Discovery's 1804-06 overland expedition. New additions to the center include an enlarged theater featuring a new movie titled "Of Dreams and Discovery," a meeting room which also displays temporary or traveling exhibits, and many brand new exhibits. The North Head Lighthouse was built in response to a marked increase in the number of shipwrecks along the Peninsula as mariners coming from the north could not see the Cape Disappointment light. The 65-foot North Head Lighthouse was designed by German-born engineer C.W. Leick and sits on solid basalt more than 190 feet above sea level. It first used the hand-me-down first order Fresnel lens from Cape D, switching to search light and finally beacon light at the same time changes were made to her sister lighthouse. A fresh coat of paint just in time for her century birthday restored the North Head's masonry to marine white with a red cap. **\$37.00 per person. 20 person minimum.**



## EVENTS AND ACTIVITIES, Friday, 12 September (continued)

**1:30 — 4:30 pm**

### Seafood & Wine Tour. (D)

Depart Holiday Inn Express at 1330 and return at 1630. It's all about seafood! Cooking tips, purchasing tips, and professional ideas are some of the skills you will learn. After a live presentation and tasting program, you will know the secrets in preparing seafood. Following a short drive to "The Cellar," enjoy Oregon wines while you learn about senses and how to put them to use right away for enjoying and understanding Oregon wines. Oregon's north latitude brings long hours of summer sunshine to its vineyards, usually adequate to fully ripen grapes for Oregon wine. Occasional marine breezes breach the Coastal range and help moderate the combination of these conditions to encourage the complex development of fruit flavors, aromatics and nuances in Oregon grown grapes. These complexities allow Oregon wineries to compete well with other world-class wineries. Pinot Gris, Riesling, Chardonnay, and our delightful Pinot noir are among our favorites. You will return to home wiser and with a souvenir recipe packet. **\$58.00 per person. 20 person maximum, 10 person minimum.**

**5:00 pm — 8:00 pm**

### Social Cocktail Reception. (E)

Columbia River Maritime Museum. Shuttles from all hotels starting at 4:45 pm. Casual dress, hors d'oeuvres, 1 drink tickets per person included, cash bar, recommended restaurants for dinner to be provided. **\$25 per person.** Shuttles back to all hotels following reception.

## EVENTS AND ACTIVITIES, Saturday, 13 September

**8:30 am Hospitality Suite Opens**

**9:00 am — 1:00 pm**

### Tours (F) and (G)

(F) same schedule and itinerary as Friday (A), and (G) same schedule and itinerary as Friday (B).

**9:30 am — 5:30 pm (H)**

**18 Holes of GOLF at Astoria Country Club.** Bring own clubs, rentals not available, dress code of slacks and collared shirt STRICTLY enforced, prizes. Meet 9:30 am at Holiday Inn Express for shuttle transport to/fro. **\$65 per** (incl. cart).

**1:30 pm — 4:30 pm**

### Tours (I) and (J)

(I) same schedule and itinerary as Friday (C), and (J) same schedule and itinerary as Friday (D).

**6:00 pm — 10:00 pm**

### Annual Awards Banquet. (K)

Warrior Hall at Camp Rilea. Shuttles to and from banquet from Holiday Inn Express. Coat 'n Tie, military tropical blue long, cash bar, portrait photographer, menu — prime rib, shrimp topped halibut, mushroom & orzo pilaf, vegetable medley, salad, rolls, dessert, coffee bar. **\$50 per person.**

## EVENTS AND ACTIVITIES, Sunday 14 September

**10:00 am — 12:00 pm**

### Business Meeting. (L)

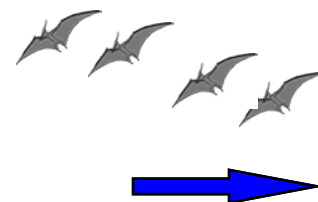
Astoria Air Station. No charge.

**12:00 pm —**

### Picnic Buffet. (M)

Astoria Air Station. Static displays. **\$15 per person.**

**REGISTER IN ADVANCE FOR ALL ACTIVITIES ON  
YOUR ROOST REGISTRATION FORM  
by postal mail or on line at [www.AOptero.org](http://www.AOptero.org)  
(See page 5)**





**TIME CRITICAL !! - - - - DUE 1 AUGUST !!!**



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# REGISTRATION ASTORIA ROOST SEPT. 11-14, '08

NAMES:		
ADDRESS:		
CITY, STATE, ZIP		
PHONES	DAY: (     )     -	NIGHT: (     )     -
EMAIL ADDRESS		Date arriving:

ACTIVITY	Cost per Person	Number of Persons	Total per item
<u>FRIDAY</u> Tour A Historic Astoria	\$35		
Tour B — Seaside Cannon Beach	\$33		
Tour C — Cape Disappointment	\$37		
Tour D — Seafood & Wine Fri.	\$58		
Reception E — Social Reception	\$25		
<u>SATURDAY</u> Tour F Historic Astoria	\$35		
Tour G — Seaside Cannon Beach	\$33		
GOLF (H) — Astoria C.C.	\$65		
Tour I — Cape Disappointment	\$37		
Tour J — Seafood & Wine	\$58		
Awards Banquet (K)	\$50		
<u>SUNDAY</u> Business Meeting (L)	0		0.00
Picnic Buffet (M)	\$15		
REGISTRATION FEE (per registration, <u>NOT</u> per person)	\$15 (\$25 after 10 August)	Active Duty—None	
<b>Grand Total</b> →			<b>\$</b> _____

Write your check to "Astoria Roost" & return your form & check to: Commanding Officer, USCG Air Station  
 2185 S.E. 12th Place  
 Warrenton, OR 97146  
 ATTN: LT Potter

*OR Register on line at*  
[www.AOPtero.org](http://www.AOPtero.org)

**Contacts for questions:**  
 LT Rob Potter (503) 791-2395  
 or  
 LT Brook Crawford (503) 861-6312

## Breaking News/Heads Up - Naval Aviation's 100<sup>th</sup>, 1911-2011

[Excerpts from a recent CNO memorandum: "On May 8, 1911, Captain Washington Irving Chambers, U.S. Navy, Officer in Charge of Aviation, prepared the requisition for the Navy's first aircraft to be purchased from aviator and inventor Glenn H. Curtiss. Since that historic event, naval aircraft have changed markedly and Naval Aviation has become a fundamental element of national security"...the Coast Guard has been invited to participate in the 2011 centennial celebrations, and here is an initial report of our linkage by Ptero Terry Cross, CG Aviator 1584, Vice Admiral, USCG (Ret.), former Vice Commandant, USCG...Ed]

### CENTENNIAL OF NAVAL AVIATION (EAG SITREP ONE)

It was my pleasure to answer in the affirmative when Captain Mike Emerson, [Aviator 2719] (CG-711) asked me to represent the Coast Guard on the Centennial of Naval Aviation Executive Advisory Group (EAG). I am one of five Vice Chairs (all retired members) that also include the Navy, Marine Corps, Navy Reserve, and Enlisted Personnel. MCPO Bruce Thomas joins me on the committee. The EAG serves to advise the Chief, Naval Aviation Forces (CNAF) who is in charge. The year long celebration is planned to run through calendar year 2011. The primary goal of the celebration is to raise the awareness of Naval Aviation.

The plan is for an event-focused celebration. It will be centrally guided with a coordinated timeline, but the execution will be decentralized. The goal is for centennial celebrations to be part of larger local celebrations where practicable. Examples might be various Fleet Weeks, Patriots Day in New England, etc. Some CG Air Stations will likely team with local Navy or Marine Corps units, while others may hold independent celebrations, but all need to be coordinated with the CNAF staff.

Early tasks critical to CG recognition include the need to identify CG Aviation events for the Naval Aviation timeline and the identification of "must have" names and faces of CG Aviation. The Committee is also interested in identifying appropriate local events, so they can begin filling out their calendar. Of course, all inputs need to be coordinated with Captain Emerson's staff at CG Headquarters.

Finally, I was very pleased that the EAG Chair, RADM Mike Bowman, announced at our first meeting that one of our primary goals was to ensure that this was a naval and not a Navy celebration. Moreover, he pulled me and the Marine Corps representative, MGEN Charles Bolden, aside after the meeting to emphasize the point.

During the course of our first meeting, I learned that while CNAF is in charge, much of the leg work will be completed by USN RADM Pat McGrath, who is stationed in San Diego. I am pleased that Captain Chip Strangfeld [Aviator 2450, CGAS San Diego C.O.] and his relief, Commander Tom Farris [Aviator 2581] have already made contact with RADM McGrath and that they linked at the hip. Much work remains, but we are off to a good start. **1584**



### ADCMAP John P. Greathouse Remembered and Honored by the Coast Guard and the CG Aviation

*From a report by Captain David Callahan, Commanding Officer, ATC Mobile, Aviation 2408*

In ceremonies at ATC Mobile on 31 March 2008, the last enlisted pilot to serve in any U.S. military service was rendered military honors in the presence of his wife, two sons, two daughters and their families. Guests and participants included Ancient Albatross RADM David Kunkel, CCGD7, Enlisted Ancient Albatross ADCS Peter MacDougall, former "airmates," members of the enlisted pilot's association Silver Eagles, Pteros and others. Master Chief Greathouse crossed the bar on 30 August 2005 at age 86 in the wake of Hurricane Katrina. The pace of rescue efforts at that time prevented the Coast Guard from a timely rendering of honors to Coast Guard Aviator 334.



John Greathouse  
Circa 1974

The Master Chief's accomplishments were many. He is in the records as the first ever to bailout from a helicopter. In 1945, he and his crewman successfully parachuted over Philadelphia when control of their HOS-1G helicopter

was lost. In 1973, he passed his own flight time record of 12,000 hours and on his retirement from active service in 1979 had accumulated the most flight hours on record at that time. He is honored at the Naval Aviation Museum in Penscola, Florida and at Kitty Hawk, North Carolina.

The events at ATC included testimonials, flag folding and presentation, taps, a proclamation by the Mayor of Mobile, the unveiling of a photograph and biography of Master Chief Greathouse to be displayed in the lobby of bottoms Hall at ATC, flowers and cake in recognition of the 80th birthday of Mrs. Greathouse, and a reception sponsored by the Ancient Order.

"In summary," wrote Ptero Callahan, "it was a great Coast Guard Day!"





## COAST GUARD AIR STATION SACRAMENTO GOES SOUTH!

by Captain George Heintz, Commanding Officer, Ptero and Aviator 2020

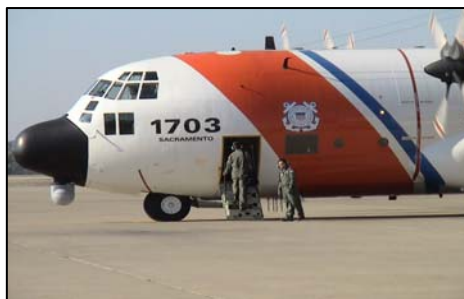
Coast Guard Air Station Sacramento, CA (fondly known around the hangars as ‘Sacto’) demonstrates its uniqueness in a number of ways. It is the only air station with solely fixed wing aircraft assigned and probably being the most dislocated unit from a maritime AOR [area of responsibility]. AS Sacramento was initially established by moving fixed wing aircraft assigned in San Francisco to then-McClellan Air Force base in 1978. I have occasionally run into folks who were involved with that move, and it seems to have been prompted by the increase in commercial activity (and consequent restrictions on CG operations) at San Francisco International Airport. We now have four HC-130H (1700 series) airplanes assigned and are responsible for long range SAR and Patrol support for the entire West Coast as well as significant deployment responsibilities (more on that later). Prior to my assignment here, I occasionally (meaning never wasted much thought on it) drew upon my helicopter background and wondered why the Coast Guard would locate aircraft so far from the fight. I first realized the wisdom during my assignment on the Pacific Area staff when I was involved in moving the Sacramento chess pieces (HC-130 airplanes) throughout the 73 million square mile AOR on a variety of occasions. I finally got the concept that these long range assets provided *Strategic* versus *Tactical* capabilities.

As you may know, Air Station Sacramento is located on the former McClellan Air Force base – now McClellan Air Park. KMCC is now an uncontrolled airfield with a 10,500 foot runway, pilot controlled lighting, ILS/VOR instrument approaches and serves as the winter home to the California Aerial Fire Fighting aircraft fleet as well as a variety of commercial aviation and non-aviation related ventures. Overall, it isn't too busy, the area has terrific weather for about 300 days a year and has extremely low humidity (very good for our aluminum toys).

The primary domestic missions are Search and Rescue, Law Enforcement and Maritime Homeland Security as well as providing short notice logistics support to a wide variety of Coast



Guard missions. Some recent examples include deploying an aircraft for over a month to support the international disaster relief efforts after the SE Asia Tsunami (Barbers Point provided an aircraft, too, and crews came from every HC-130 unit); acting as the central logistics site for West Coast support (aircrews, equipment and supply deliveries) provided after hurricanes Katrina and Rita. Sacto delivered specialized boarding teams and equipment in response to the threat on the 2004 Port of Valdez later known as “White Christmas.” We have been included in Deployable Ops Group plans to rapidly deploy “adaptive force packages” to wherever they are needed in our effort to provide the American public with an “All Hazards/All Threats” response capability. We have already been called upon to transport TSA Dart teams as well as FEMA disaster response teams. We delivered the first airplane load of federal response supplies to Southern California in response to the wildfire crisis last fall. We routinely act as the West Coast C-130 support center routinely providing maintenance support to C130 aircraft going to Alaska, Hawaii, the East Coast (E City) or parts South.



If you are familiar with Sacramento, you probably recall that the “Station Vacation” moniker was partly due to location, but was also due to a relatively slow operational tempo. We still only

prosecute only about 40-70 SAR cases a year but have significantly ramped up domestic LE patrols. Some may fondly remember frequent trips north to assist D17 with fisheries enforcement (as well as bringing home coolers full of halibut and salmon). Not so much any more!

The Coast Guard and our interagency partners have committed tremendous resources (ships, airplanes, helicopters, boarding teams etc) to the Counter-Narcotics effort. Eastern Pacific routes from the west coast of Colombia have overtaken the Caribbean as the primary routes (largest by weight/volume). Sacto's *Strategic* location (think *central & flexible*) has allowed the unit to shift its focus from supporting Living Marine Resources (LMR) in D17 to becoming a prime player for the Joint Interagency Task Force Agency - South (JIATFS), providing a substantial portion of their maritime patrol capacity. We now deploy approximately 300 days a year to Central or South America. Historical deployment sites have included Belize, Guatemala City and Panama, though the unit now concentrates at the Department of Defense Forward Operating Locations in San Salvador, El Salvador and Manta, Ecuador.

Crews typically deploy an airplane for 28 days with a personnel swap (to avoid exceeding monthly flight hour limits) once during each deployment.

We have pre-staged over \$2M worth of C-130 parts in El Salvador to increase deployed availability and increase effectiveness. We fly nearly half of our 3500 programmed hours from these deployed sites, having taken part in the interdiction of 97,700 lbs of cocaine worth over \$879 million over the past two and a half years.

As a result of Sacramento's deployment innovations and effort, the unit was selected for the 2007 Admiral John B. Hayes award as the Most Outstanding Unit in Pacific Area. Despite our best efforts to increase operational tempo, we haven't killed the “Station Vacation” attitude and still enjoy working and flying in a great location. I would love to say results come from tremendous senior leadership at the unit, but you probably know better!





# USCG ACADEMY CADET AVIATION CLUB SITREP

by Cadet 4/c Danielle Brown, Club Secretary



The semester began with a change of command ceremony in which last year's club officers passed their positions to new officers. The aviation club is proud to announce this year's officers: 2/c Justin Church as president, 2/c Luke Zitzman as vice-president, 3/c Tai Chan as treasurer and operations officer, and 4/c Danielle Brown as secretary. This group has been working closely together to provide the most opportunities to all cadets in the Aviation Club.

Along these same lines, the club is pleased that Captain Daniel Burbank [Aviator 2672, Astronaut, Ptero] has joined our team of advisors. Captain Burbank was graduated from CGA in 1985, attended flight school in 1987, and is one of two CG Aviators to go to space—twice! Captain Burbank flew as a mission specialist on STS-106 in 2000 and on STS-115 in 2006. Captain Burbank is a valuable and resourceful advisor, having tons of firsthand knowledge and experience about CG aviation, and the club is thrilled to have him as an advisor.

Senior Chief Vikki Cates, current advisor, will be leaving us this year. She is heading to St. Louis to be the Command Senior Chief at Sector Upper Mississippi River in July. Senior Chief Cates has been a driving force behind many club activities. A 1968 graduate of boot camp in Cape May, she obtained her private pilot license in 2002. Sharing her passion of flying almost daily, she worked one-on-one with cadets to help get them flying with the CG Auxiliary, complete ground school and successfully pass the FAA Written Knowledge test, provided materials for studying for the Aviation Selection Test Battery exam, and in general helped cadets make their goals become realities. The Cadet Aviation Club extends its many thanks and best wishes to Senior Chief Cates in her future endeavors. [Ditto from the Ancient Order!]

Joining us this summer will be Senior Chief Pete MacDougall [Ptero and Enlisted Ancient Albatross of the Coast Guard!].

Besides administering what must be hundreds of ASTBs, LCDR Kristina Dell'Orca [Ptero, Aviator 3445] has attended several meetings to share her experiences, inform us of oppor-

tunities that are available and provide advice on how to be selected for flight school.

Many members of the club have had the unique opportunity to fly with Coast Guard Auxiliary pilots on patrols along the coasts of CT, NY, RI, and MA. The Auxiliary pilots enjoy flying with cadets of all experience levels, adapting to a cadets' knowledge and skills. Cadets have had amazing experiences on these patrols, learning everything from how to pre-flight an airplane to what to look for on CG patrols.

One of the many internships the Academy offers to cadets is a flight internship. This summer eight 1/c cadets are going to three different CG Air Stations. 1/c Justin Church is going to Port Angeles, 1/c Megan Dillon and 1/c Rick Post are going to Clearwater, and 1/c Bryan Conrad, 1/c Conor Madison, 1/c Chris Rowe, 1/c Nate Wojcik, and 1/c Luke Zitzman are going to Miami. These cadets will have the opportunity to experience life as a CG pilot, working side by side with aviators at their assigned stations.

One area of interest that some cadets in the club have expressed is some type of ground school course. Club officers are looking for a ground school instructor. A dream is to see a course incorporated into the Academy's course catalog which would enhance passing the FAA Written Knowledge Test.

Many thanks to the Pteros for providing a computer to run the Knowledge Test Course and other DVD courses. A special thank you goes out to Pteros for helping to maintain and repair the aging simulators in Yeaton Hall. Discussions are in the works to upgrade and move them to a room in Chase Hall to make them more readily accessible to cadets.

Overall, this past semester has been a productive time for the aviation club, with many members getting flight experience through the CG Auxiliary. The club looks forward to making another field trip to the Sikorsky factory next

semester. Thank you for supporting the club. Without you, many of the opportunities provided to cadets would not be possible.



*Cadets 3/c Tessa Knott, Chris Marquis & Jackie Fitch*



*Auxiliarist J. Bordino & Cadet 3/c Jackie Fitch*



*Cadet 2/c Luke Zitzman & Auxiliarist P. Hecht*



## AN ALBATROSS DETAILED AND AN AERO MUSEUM ENHANCED

Submitted by Ptero Jerry Mohlenbrok, Capt., USCG (Ret.), Aviator 951

*[Last fall, a significant event took place in the life of the Aerospace Museum of California. The museum is but a few wing tips from CGAS Sacramento, and the local Coast Guard aviation family is very much part of the museum family. Our Ancient Order also is very much part of an effort to support the establishment and expansion of an emerging Coast Guard Aviation exhibit in the museum as has been reported in earlier Pterogram issues. Ptero Jerry filed this report to bring the membership up to date on recent developments. Ed]*

HU16E CGNR 7209 first saw duty with the U.S. Air Force. In April 1961, the aircraft became a Coast Guard asset, first assigned to CGAS Port Angeles. After service at several other air stations, 7209 was retired from active duty in 1978. Ten years later (twenty years ago), the Albatross was donated to the McClellan AFB Air Museum in Sacramento, and personnel of Coast Guard Air Station Sacramento returned Coast Guard colors before putting 7209 on display. Ensuing years of outside exposure to the elements took their toll on the aircraft, and in early 2007, the Air Station commenced a project to refurbish the aircraft and bring it back up to museum standards. An Aircraft Restoration Team, under the leadership of AMTC Dan Lechner and comprised of 82 dedicated military and civilian volunteers, devoted more than 1700 man hours to the project, including major airframe repairs and aesthetic upgrades.

The Restoration Team completed the arduous task of re-skinning all cloth-covered flight controls with aluminum, made several intricate internal repairs on trim tabs, elevators and rudder, refurbished propellers to 'like new' condition and hand sanded the entire airframe in sweltering 100+ degree heat. After four separate airframe washes, the Team meticulously applied fresh coats of paint, stencils and decals, and the result of their dedicated efforts was an aircraft worthy of display at the Smithsonian Air and Space Museum! On October 13, 2007, 7209 was returned to the now renamed Aerospace Museum of California, across the street from the Air Station, and has become a major attraction for thousands of museum visitors.

**FOR MORE INFO VISIT [www.aerospacemuseumofcalifornia.org](http://www.aerospacemuseumofcalifornia.org)**

This project was partially funded by funds from the USCG Aviation Exhibit, a museum work in progress. The Exhibit Team recently signed a contract for a professional exhibit design and build. Some \$30,000 is still needed to complete the project and fund future expansion. The association (Ancient Order) has provided two annual grants of \$5,000 each so far, and the Executive Board has pledged \$5,000 annually to help meet that goal as long as sponsorships from corporate donors to the association hold up. Individual Pteros have also donated nearly \$1,000. Continuing to expose the public to the legacy of our famed Albatross is an important feature of the museum support.



*HU-16E CGNR 7209 shows better than new thanks to diligent volunteers, some shown here to witness AMTC Dan Lechner passing 7209's keys to the museum's Plane Captain, Carol Welch.*



*The Museum Entrance*



### **SOME WORDS ON WRITING ABOUT COAST GUARD AVIATION HISTORY**

How many interesting CG aeronautical tales have not been written or, at least, not widely publicized? Man, talk about a rhetorical question, but the answer would have to be a whole bunch! Many periodicals, particularly military aviation magazines like Wings of Gold (Association of Naval Aviation), Daedalus Flyer (Order of Daedalians), FOUNDATION (Naval Aviation Museum Foundation) are happy to receive Coast Guard submissions. Let's not forget the CG Academy Alumni Association Bulletin, Evening Colors (CG Retirees), Quarterdeck Log (CG Combat Veterans Association), Chief Warrant Officers Association, CPO Association. There are others, of course.

So, if you have a story to tell and would like advice as to length, to whom and how to send it, let us know, and we'll be happy to assist (without charge!). Three articles have recently appeared in FOUNDATION. Last fall's issue had "Flutter Buggy" by past Ancient Historian Ptero Tom Beard. The just published spring 2008 issue has "The Luckiest Pilot Alive" by Ptero Bob Workman and "Rescue in the Woods" by Ptero Ray Copin.





## COAST GUARD AIR STATION NEW ORLEANS—POST KATRINA

by Lieutenant Shelley Decker, Aviator 3795B

Located on NAS Joint Reserve Base New Orleans, CGAS New Orleans is under the operational control of the Eighth Coast Guard District, also headquartered in New Orleans. The unit, commanded by Commander Tom Hastings [Ptero, Aviator 2691], is composed of 122 personnel and five HH-65C Dolphin helicopters capable of providing two ready flight crews 24 hours a day.

The Air Station was commissioned in July 1955 and was then located at the old Naval Air Station on Lake Ponchartrain. In December 1957, the station moved with the Navy to Alvin Callender Field (NBG) in Belle Chasse, Louisiana, sharing a hangar with the Navy and Marine Air Reserve. The present hangar facilities were opened in September 1986, along with a new addition, a building to house the administration, medical, and operations departments.

Many milestones have been achieved at the unit. On 1 April 1969, CGAS New Orleans was the first operational unit flying the Sikorsky HH-3F Pelican which had the most sophisticated electronics package installed in a helicopter at that time. On March 24, 1980, rescue efforts resulted in the 1500<sup>th</sup> life saved by station personnel. In September 1985, the unit became first in the Coast Guard to fly the HH-65A Dolphin and again led the fleet in first to upgrade to the B model Dolphin.

In 2006, the Air Station transitioned to the more powerful HH-65C having a top speed of 175 knots and an increased gross weight of 9,480 pounds. The addition of the new Turbomecca Arriel 2C2-CG turboshaft engines increased reliability and single engine hovering capability by up to 60 percent, greatly enhancing safety. The engines are rated at 1058 SHP each, resulting in a net gain of 610 SHP for the pair.

Air Station New Orleans is known as the “busiest all-helo Search and Rescue air station in the Coast Guard,” with an area of responsibility extending from Apalachicola, Florida, to the Texas-Louisiana border, north to Memphis, Tennessee, and south up to 200 nautical miles offshore, covering thousands of offshore oil platforms. Within this area, the unit flies over 3,200 hours per year with primary



missions of search and rescue and maritime homeland security.

In 2007 alone, the unit prosecuted 354 search and rescue missions, saved 58 lives, assisted another 130 and protected over \$6.4 million in property. Over one-quarter of the unit's flight time is dedicated to Homeland Security duties—most notably ports, waterways and coastal security (PWCS) flights, Federal and State Joint Operations Support, Huntsman (Presidential security), rotary-wing air intercept of the National Capital Region and air defense support over national security sites and events. The unit is further supplemented in its Marine Environmental Protection mission by a large Auxiliary Aviation contingent. Auxiliarists work closely with 5 Sector commands and the air station to carry out safety patrols, spill response and detection, search and rescue, and PWCS missions. *[See page 13 for interesting correspondence from one of the Air Auxiliarists...Ed]*



On 29 August 2005, Hurricane Katrina devastated much of the southern coastlines of Louisiana, Mississippi and Alabama. At 2:51 p.m. that day, all five of the air station's helicopters were on scene in the storm-torn areas of New Orleans conducting the first of what would become the largest life-saving effort in Coast Guard history. The unit logged more than 1,480 life saving res-

cues. Eighty-five different aircraft from Coast Guard air stations around the country formed, “Air Group New Orleans.” Relying on exceptional leadership, standardization, training, and with the assistance of Aviation Training Center Mobile, these aircraft flew 4,423 hours on 1,856 sorties, saving more than 7,100 lives with no serious mishaps or casualties.

As if the crews had not experienced enough SAR for a lifetime, Hurricane Rita slammed into the Texas and Louisiana coastlines less than a month later. Crews weary from ongoing response to Hurricane Katrina were launched from New Orleans as soon as Rita struck. Using all available air station aircraft and four HH-60J Jayhawks from CGAS Clearwater, 71 people were saved under the leadership and guidance of CGAS New Orleans crews. Again, there were no serious mishaps or casualties.

In the spring of 2006, CAPT Bruce Jones [Ptero, Aviator 2407], then CGAS New Orleans commanding officer, and CAPT Frank Paskewich, commander of Coast Guard Sector New Orleans, presided over an awards ceremony at the Air Station. Some 115 personnel received medals and awards for heroism, including the Distinguished Flying Cross and the Air Medal, for their hurricane response efforts during Hurricane Katrina operations.

During its 50-year plus history, the Air Station has saved more than 5,600 lives and has been awarded twelve Meritorious Unit Commendations, five Coast Guard Unit Commendations, the distinguished Higgins and Langley Swiftwater Memorial Award and chosen by the Commandant of the Coast Guard to receive (for the Coast Guard) the Presidential Unit Citation.

CGAS New Orleans and the professionals who have filled her rolls have historically been the tip of the trident in the Gulf of Mexico region, providing comfort, care, and aid whenever and wherever it is needed. The current members of the air station continue to carry on this proud tradition of excellence.





## COAST GUARD AIR STATION ATLANTIC CITY by Lieutenant Clay Clary, Aviator 3673



Not far from the glitz and glamour of multi-million dollar casinos lining the shore of the Atlantic Ocean stands the Coast Guard's youngest, yet largest, single-airframe air station. Located in southern New Jersey, CGAS Atlantic City operates ten helicopters—12 percent of the Coast Guard's operational H-65 fleet—and keeps watch over 1,000 miles of coastline and inland waterways in New Jersey, New York, Pennsylvania, Delaware, Maryland, and Virginia. Home to commercial fishing fleets; crisscrossed by vital shipping lanes; beloved by sport fishermen and maritime recreational enthusiasts; densely settled all along the coastlands and punctuated by the strategically-important ports of New York, Philadelphia and Baltimore, this is a Coast Guard "mission-rich" environment! The number of helicopters and personnel assigned to the Air Station doubled during 2006-2007 in a growth surge triggered by the assignment of new air defense responsibilities in the National Capital Region. This mission of national significance demands new "air-to-air" skills from our helicopter aircrews. It has also turned our distinctive HH-65C aircraft into a daily sight in the skies over Washington, DC. Astride the South Jersey resort town that bills itself as "Always Turned On," the air station's 253 dedicated men and women are living up to the "Always Ready" motto with a multi-mission focus.

Commissioned just ten years ago in May 1998, Air Station Atlantic City was created from the merger of two of the service's oldest air stations, Cape May and Brooklyn. Air Station Cape May was originally commissioned in 1926 as the first permanent Coast Guard Air Station and was home to one seaplane and one amphibious aircraft used for search and rescue and rum runner patrols off the New Jersey coast during the prohibition era. CGAS Cape May remained operational until 1938 when the Navy took over the site and established Naval Air Station Cape May. Southern New Jersey was without a Coast Guard air unit until the 1960s when, spurred by recreational boating growth in the mid-

Atlantic region, CGAS Cape May was reestablished on July 17, 1969. Mirroring its inception 43 years earlier, the Air Station started off with two aircraft, this time HH-52 Sea Guard helicopters, primarily for search and rescue operations. The re-commissioning also prototyped a new concept of a Group-Air Station whereby control of shore and aviation components were unified in one command, a model soon to be replicated in many other regions. Group-Air Station Cape May transitioned to the HH-65 Dolphin in 1987 and played a key role in many important upgrades to the HH-65 airframe including the development and implementation of a night vision goggle (NVG) compatible cockpit, the hoist boom camera video recording system, and the Traffic Collision and Avoidance System. Group-Air Station Cape May was decommissioned in 1998 with the birth of Group-Air Station Atlantic City.

Air Station Brooklyn had been commissioned on April 23, 1938 and was originally formed as a seaplane base for air-sea rescue. During World War II, the Navy designated CGAS Brooklyn as a helicopter training site, and three Sikorsky HNS helicopters were stationed there as trainers. CDR Frank Erickson headed the training unit and, through his groundbreaking efforts, became considered the father of Coast Guard rotary wing aviation. The first Coast Guard helicopter simulator hung from the hangar overhead and, during a March 2008 visit to CGAS Atlantic City, Mr. Sergei Sikorsky (former USCG Aviation Machinist's Mate and son of helicopter visionary Igor Sikorsky) recalled fondly the heady days of helicopter advancement into maritime roles at CGAS Brooklyn under Erickson's command. Air Station Brooklyn pioneered the development of the rescue hoist and modern helicopter rescue methods. By 1944 over 250 Navy, Army and allied pilots and flight mechanics had gone through helicopter training, flying over 3,000 hours in the Sikorsky HNS helicopters. Air Station Brooklyn went on to fly the HH-52 Sea Guard as well as the HH-3F Pelican before transitioning to the HH-65 in the 1980s. Upon decommissioning, historic photos and memorabilia

from Air Station Brooklyn were transferred to Air Station Atlantic City where they are proudly displayed today.

Group-Air Station Atlantic City was commissioned on May 18, 1998 at the William J. Hughes Federal Aviation Administration Technical Center at the Atlantic City International Airport. Since then, the Air Station has conducted thousands of search and rescue operations across the mid-Atlantic and back bay areas, saving hundreds of lives and millions of dollars worth of property. Air Station crews were instrumental in rescue operations following the explosion of the M/V BOW MARINER off the coast of Virginia in 2004. In 2005, aircraft and crews from the Air Station rushed to New Orleans following the devastation of Hurricane Katrina and participated in the Coast Guard's largest combined search and rescue operation ever.



Besides operational excellence, the air station had continued the traditions of Cape May and Brooklyn in leading the fleet in the implementation of new technologies. CGAS Atlantic City is Coast Guard aviation's "prime unit" for the HH-65, responsible for field-testing new upgrades to the venerable Dolphin. The air station was the first to receive and operationally employ the HH-65C model and in 2008 began receiving upgraded multi-mission MH-65C airframes. The MH-65C has provisions for weapons, infrared and electro-optical sensors, head's up night vision displays and other improvements. Fielded first at HITRON Jacksonville in the armed helicopter counter-drug law enforcement role, the



MH-65C's first implementation in multi-mission air station service is taking place at CGAS Atlantic City.

In 2005 with the transformation of Coast Guard groups into the present day Sector shore command structure, the Group left Atlantic City and moved to Philadelphia leaving, for the first time since 1938, a standalone Coast Guard Air Station located in southern New Jersey. In 2006 Air Station Atlantic City underwent its biggest change when it took on the additional responsibility of protecting the airspace surrounding the nation's capital. Applying a concept termed Rotary Wing Air Intercept, the Coast Guard assumed the duties of intercepting relatively low and slow flying aircraft penetrating the highly protected airspace surrounding Washington, DC.



Under tactical control of the North American Aerospace Defense Command (NORAD), Coast Guard HH-65C crews scramble from an operating location at Ronald Reagan Washington Nat'l A/P to intercept aircraft that intrude without clearance into the National Capital Region Air Identification Zone. The aircrews fly at the edge of the helicopter's performance envelope to perform aerial intercept maneuvers to pull alongside aircraft that traditional fighter jet interceptors are less suited to intercept.



Once alongside, aircrews use a variety of signaling methods to communicate with the aircraft, communicate on scene observations to the tactical commander vital to operational decision-making, and can escort aircraft to a designated landing site for further investigation by law enforcement agencies on the ground.

This highly specialized capability led to the creation of the National Capital Region Air Defense Facility which opened in September 2006 and has stood a continuous alert watch since. Air Station Atlantic City manages the NCRADF, and aircrews from Atlantic City and supporting air stations stand ready to be launched for any aircraft that may be deemed a potential threat.

With traditions deeply rooted in the foundations of CG aviation, AS Atlantic City, commanded by Captain Paul Ratte, Aviator 2539, continues to ensure safety of mariners along the mid-Atlantic Coast, standing watch ready to rescue those in peril. With the newly added responsibility of protecting the Nation's Capital Region, the men and women of Air Station Atlantic City continue to prove that they are indeed Semper Paratus for All Threats and Hazards.



### Musings by the Ancient Editor...

A brief note in Sitrep 1-08 mentioned a planned forthcoming Editor Change of Watch. If the year ahead unfolds as expected, that will take place sans fanfare or ceremony with Ptero Steve Goldhammer, Aviator 1207, taking over with Sitrep 3-08. He will bring to the task a fresh perspective and a great deal of personal knowledge about CG aviation history as well as talent and skill. I hope he finds, as I have, that while producing Pterogram requires effort and time, the process is very satisfying and a terrific learning experience, not only about present and past CG aviation happenings but about writing, editing and desk top publishing. I will be assisting Steve for a time as he wishes.

You may notice that the return address on the back cover mailer of this Sitrep differs from the Chantilly address on page 2 for correspondence and on the membership application on page 15. No worry. The CGAA/AOP Chantilly address remains unchanged, but current U.S. Postal policy requires a street address on the mailer so we show this address solely for Pterogram return purposes.

I'll now write something about a membership benefit that has not had, in my experience, any attention, no doubt because the benefit is not something we like to think or talk about. Let me explain. I'll begin by mentioning that regrettably every year more than a hundred annual dues paying members fall behind in their dues. This is a problem because valuable volunteer time is taken up with trying to communicate reminders and ultimately cancelling individual memberships. I'm sure some members in this category simply overlook their dues because of busy schedules. I hope few or none simply lose interest. The potential exists for one explanation being an illness causing the distraction. That leads me to the benefit we don't talk about. When any member in good standing, life member or annual dues paying member, crosses the bar, his widow, or her widower, remains on the mailing list without dues for as long as she or he wishes. Staying connected with a community of friends that may span many years and duty assignments can be helpful to a spouse of a member when the member has crossed over. Widows come to roosts to reunite with many friends. I know of cases where an annual dues payer was dropped because we didn't know he was ill and not in a position to remember to stay current. Just to make the point of this paragraph, should that happen, it is too likely that his widow will be unintentionally denied the regular contact with the association that she might well appreciate. I'll leave it by adding that this is one reason to have a system of ensuring that your dues remain up to date. Semper Paratus.

The famous multi-mission amphibian  
PBY Catalina



MAIL

114 were  
operated by  
the CG...  
1942-1954

[www.uscgaviationhistory.aoptero.org](http://www.uscgaviationhistory.aoptero.org) is chock full  
of, yes, U.S. Coast Guard Aviation History !!

## AUXILIARY IN THE SKIES

[As the AS New Orleans article on page 10 was being reviewed, comes this note from a Ptero who happens to be an Air Auxiliarist..Auxiliarists do more for the service and nation than recognized by the public...the number of Auxiliary aircraft plying our skies has exceeded the size of the active duty CG fleet of fixed and rotary craft...operators and crews of Auxiliary airframes deserve our salute for their service...Ed]

The CG Auxiliary 82<sup>nd</sup> Flight Squadron consists of 18 pilots and 14 aircrew/observers with 9 aircraft. This Squadron covers 10 states in the 8th District, Eastern Region from Nashville, Chattanooga, Memphis, Mississippi River north to Cairo, IL, Ohio River from Paducah-Louisville-Cincinnati-Huntington-Pittsburgh, Allegheny River to Fairmont, WY.

The Pittsburgh Air team has 2 aircraft at Franklin, PA airport and 1 at Butler Farm Show airport with 4 pilots and 4 aircrew. Aircraft are equipped with GPS with river charts showing latitude, longitude and river milepoints. They have VHF for contact with land base marine radio stations. Missions are Marine Domain Awareness, power plant security, CG Cutter support, tracking commercial, tanker and hazardous cargo vessels, observation of bridges and locks/dams, oil spills, floods and ice conditions in support of CG Marine Safety Unit Pittsburgh, CG Station Sewickley and Sector Ohio Valley. The Squadron is under control of CG Air Station New Orleans. We go to the Gulf Coast every year for 3 days of training in search & rescue, water survival, mountain flying and survival, GPS, air/marine radio, crew and risk management, weather and spatial disorientation.

Ptero Stanley McCullough, Jr.  
Pittsburgh, PA

[31 year Auxiliarist and a founding  
member of Flotilla #7-8 Air/Sea]



## PENSACOLA PELICANS

[This Email from 725 came in under the wire...Pelican was the name given to the venerable, to-some-angainly-appearing, CG version of the Jolly Green Giant, now extinct, HH-3F...enjoy this report...Ed]

My purpose is to share a momentous event for the USCG here in Pensacola. For a couple of years local businesses have sponsored pelicans which are then placed in front of their establishments. The Navy has a pelican (painted like the Blue Angels) and the Marines have one (painted scarlet and gold) placed on corners at the city's main downtown intersection (Palafox and Garden). The Army and USAF are conspicuous by their absence!!! Now, due to the effort of Captain Jeff Pettit [Ptero, Aviator 2188], Coast Guard liaison officer here (who led fund-raising), the Coast Guard is now in the game with its own pelican (not an HH-3F).

Unveiling of the CG pelican, "Salty," was featured at a Pensacola Beach event in May (complete with patriotic band music). Salty was later presented to the City of Pensacola.

Ptero Carl Swickley, Aviator 725



SALTY backed up by CCGD8, RADM Joel Whitehead and flanked by sailors from Pensacola Station and CGC Point Benito

[Thanks, Carl, for your timely report and for your recognition of Ptero Jeff's vision and effort...Bravo Zulu, Jeff!...readers, see back cover for a Salty closeup...Ed]



## THE LOW DOWN ON LOW FLIGHT

[In Sitrep 1-08, Ptero Howie Thorsen, Aviator 776, sought to know the origin and author of a LOW FLIGHT parody of the celebrated HIGH FLIGHT poem by RCAF pilot J.G. Magee. It was clear to Howie that a LOW FLIGHT plaque he had acquired some time ago dripped convincingly with CG terms like "beep." So, who is or was "The Silver Eagle" who penned the parody?...read on...Ed]

A post-Sitrep 1-08 Email to Howie: "One lonely night at the E-city O club, I sat and drank from the vending machine. I had brought a goat up from Corpus to get a new one. I was looking at the plaque "High Flight," and it p\_\_\_\_\_me off. So, on a bar napkin I wrote "low flight." It was for sale for a time at the NAS Corpus Exchange, then went away to oblivion. Mystery solved, Ptero Jim Marcotte, Aviator 1363"

In a subsequent Email, Ptero Jim added the following: "Found my copy of the poem today with some others. I copyrighted it but if you can find any use for it (e.g., generate revenue or some such), please feel free to do so. I grant unrestricted use of the poem to the Pteros. By the way: silver eagle was a nickname given to me by the Corpus crew due to my white hair. I never thought of myself as such nor used the nickname when referring to myself. I hid behind it when writing the poem. After writing it on a bar napkin, I taped it to the High Flight plaque in the E City O club. I had taken a pretty good ribbing from the 130 pilots at happy hour earlier (you know, the guys who wear their sunglasses at night). Well, that is my story and I am sticking to it. — 1363"

Is that all? Not quite.

- (1) Another post-Sitrep 1-08 from Ptero Jerry Mohlenbrok, Aviator 951, sent an image of "the poem" that his artistic wife Gail had several years ago added to a nice likeness of an HH-52A she had painted in her own version of a special plaque for Jerry.
- (2) Among aviation websites, [www.skygod.com](http://www.skygod.com) not only highlights High Flight (and other aviation quotes) but various Low Flight parodies, but not Jim's, yet. We're workin' on it.
- (3) See page 15 for plaque images.
- (4) Come to the '08 roost for more.





## 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 2006 and early 2007 Honor “grads” which we are proud to salute in a new Sitrep feature. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AMT3 Gary Swindall	Savannah	AET3 Sean Hayes	Kodiak
AST3 Jason Yelvington	Sitka	AMT3 Justin Gozzard	Clearwater
AET3 Yusen Guo	San Francisco	AST3 Robert Hovey	Miami
AET3 Douglas Mestas	San Francisco		



## 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>
3896A Todd Cosky	Detroit	3925 Mary Arvidson	Corpus Christi
3899A David Shook	Barbers Point	3926 Benjamin Oliver	Miami
3921A Scott Stechschulte	Detroit	3927 Phillip Ortega	Barbers Point
3922 Daniel Cathell	Clearwater	3928 Jason Molinari	Houston
3923 Wayne O'Donnell	Cape Cod	3929 James Conner	San Francisco
3924 Stephanie Kimmel	Barbers Point	3930 Amanda Sardone	San Diego



## ANOTHER EMAIL ADDRESS ALERT

*From Ptero Tom, Emailmaster*

The test we did in April helped some to update the Email list, and we want to do it again. So here's the drill — please look for an ALPTERO test message dated 4 July. *Rather than ask why the fourth, ask why not?* The message again will state no action needed if you get the message. However, if you don't receive the test, please send your Name and Current Email address to "pteros@earthlink.net" so we can update your data. Also, *please* make sure your programs are not blocking "pteros@earthlink.net" in which case you'll miss important messages. If you continue to block, we'll have to remove you from the list which we don't wanna do.



## ARTICLE SERIES

Some time back, we featured a series of articles from every air facility and staff element. With just a few submissions in each Sitrep, it takes a while to get through them all, but we believe updates are important, to inform the membership and to add to the store of unfolding aviation history. We start a new series in this Sitrep with three units accepting our invitation. More will follow.



# LOW FLIGHT, USCG STYLE (See page 13 for the "Low Down")

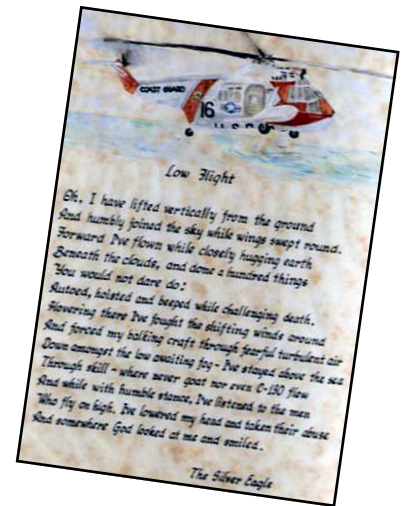
— what goes around comes around —

## LOW FLIGHT

Oh, I have lifted vertically from the ground  
 And humbly joined the sky while wings swept round.  
 Forward I've flown while closely hugging earth  
 Beneath the clouds, and done a hundred things  
 You would not dare do:  
 Autoed, hoisted and beeped while challenging death.  
 Hovering there I've fought the shifting winds around  
 And forced my balking craft through fearful turbulent air  
 Down amongst the low awaiting fog -  
 I've stayed above the sea  
 Through skill - where never goat nor even C-130 flew  
 And while with humble stance, I've listened to the men  
 Who fly on high, I've lowered my head and taken their abuse  
 And somewhere God looked at me and smiled.



Ptero Howie's Plaque



Ptero Jerry's Plaque



### The Silver Eagle

*A napkin, not the original...again, see page 13 for the Low Down*

**Dues are tax deductible**

## CG Aviation Association Multi-mission Form

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

- New Member    Renewal    Update Information    Ordering Items

**(Renewals need enter only 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**

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 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*)
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- CG Aviation History Book \$ 50    "    "
- Book: *So Others May Live* \$ 25    "    "
- Ptero Bumper Stickers \$ 3
- Ptero Patch, 4 inch    \$ 8

(Visit [www.AOPtero.org](http://www.AOPtero.org), click on "Store" for more)

**Total Enclosed:**

\$

**Please check all below that apply:**

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- CG Reserve    Former CG(not ret)
- CG Auxiliary    Other Supporter
- .....
- CG Aviator (*Data if known:*)  
 Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_  
 Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_
- .....
- CG Aircrew    CG Flight Surgeon
- Exchange Pilot  
 Service \_\_\_\_\_ Country \_\_\_\_\_  
 CG dates served:  
 \_\_\_\_\_ to \_\_\_\_\_
- .....
- Other: \_\_\_\_\_
- .....
- Please send me how-to-help info!

**MAIL TO:**

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

Jun2008 **Please make copies of this form and pass it on.**



**2008  
ROOST PLAN  
Pgs 1,3,4,5**



**MAIL pg 13**



**Auxiliary Air pg 13**



**New Orleans Air pg 10**



**(A goat & Senior Chief)  
CGA Cadet Av Club pg 8**



**Sacramento Air pg 7**



**Atlantic City Air pg 11**



**Low Flight  
Pgs 13,15**



**"Salty" pg 13**

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