



THE C-130J AIRCRAFT PROJECT OFFICE




by Commander Jim Martin, USCG, Aviator 2752





[A few years ago, CG aviation units were featured in a series of Pterogram articles. Over time each unit was covered including ATC, ATTC, ARSC and HQ aviation staff elements. As we begin a new cycle over similar coverage, we'll include the C-130J organization at E.City with thanks to its commanding officer, Ptero Jim Martin.. Ed]

The C-130J Aircraft Project Office was established as an independent HQ unit in 2003. The Command complement consists of 14 Commissioned Officers, 2 Chief Warrant Officers, 90 enlisted, 6 Civil Service and 14 Contractors. The unit operates and maintains six highly automated and technologically advanced C-130J aircraft and is located in the DRS Technologies Heavy Maintenance Facility in Elizabeth City, NC.

The primary mission of the unit is to support the HC-130J acquisition, conversion, maintenance deployment, initial familiarization and operational deployment through an Integrated Logistics Support approach. The unit's secondary mission is to support operational missions for the Atlantic Area and Pacific Area Commands as directed by the Office of Aviation Forces. Notable missions included Tsunami relief in Indonesia and Hurricane Katrina relief. The unit has flown nearly 4,000 flight hours to date.

The scope of command includes:

-  Operate and maintain six C-130J aircraft.
-  Develop C-130J and HC-130J operational and maintenance procedures.
-  Validate C-130J and HC-130J aviation part sparing models.

-  Advise and assist the Acquisition Program Manager on all manner of Project and C-130J issues
-  Ensure the aircraft are ready to induct for modification to the designed missionization profile and assist as necessary.
-  Assist in developing and then execute Development Test & Evaluation and Operational Test & Evaluation plans.
-  Seamlessly integrate the aircraft system into the existing Coast Guard legacy operational and maintenance infrastructure at Airsta Elizabeth City.

The C-130J APO is structured to fulfill the requirements of three separate commands. As the technical expert for the Acquisition Project Manager, the C-130J APO provides the technical oversight that the Aircraft Repair and Supply Center provides to current legacy aircraft systems. The APO provides the development of operational, training and standardization procedures that the Aviation Training Center Mobile, AL and its legacy aircraft standardization branches provide to Coast Guard aviation. Finally, the C-130J APO provides operational aircraft support to both Area Commands like an Air Station.

Three of the unit's aircraft are currently undergoing a sensorization modification at Lockheed Martin's Air Logistics Center in Greenville, SC. The highlights of the modification include the installation of a belly mounted surface search radar, an EO/IR sensor installed under the

existing nose radome, an extensive communications suite, and a two seat Mission System Operator station permanently installed on the flight deck.

Future plans are to support full missionization of the aircraft to the HC-130J configuration and continue to build a total logistics support program for the integration of the HC-130J into full Coast Guard service at Air Station Elizabeth City, NC by the summer of 2008.



Notice Six-Bladed Dowty Props



Semper Paratus — Indonesia Tsunami



Over The Numbers





COAST GUARD AVIATION MEDICINE

An Interview with an experienced Flight Surgeon



[We have been wanting to report on CG aviation medicine programs (1) to inform our membership and (2) to document for historical purposes important aspects of that very vital element of CG aviation. Captain Brent Pennington, USPHS, M.D., recently reported to a position on the staff of the Commandant at CG Headquarters following a tour as flight surgeon at Kodiak, and he agreed to an interview to help us in our quest. Here is a first 'installment'...Ed]

Q. Doctor, let's begin by your relating something of your assignments with the Coast Guard before this new one, and please provide your present title, organizational staff element along with something of your new job description.

A. I was stationed in Alaska with the Indian Health Service for five years and had the opportunity to participate in rural MEDEVAC cases and even flew aboard a Coast Guard helicopter on several occasions. It was after that I was recruited to become a flight surgeon with the Coast Guard. My first assignment was at Air Station Sitka, where I served four years as flight surgeon from 1997 to 2001. From there, I transferred to Air Station Cape Cod. I served there as flight surgeon for five years from August 2001 to June 2006. From Cape Cod I went to Kodiak where I again served as flight surgeon until my transfer in mid 2007 to Headquarters in Washington DC. I now serve as Chief of Operational Medicine and Medical Readiness, CG-1121. I am the force manager for physicians and manage the policies found in the Medical Manual including force protection issues related to terrorism and communicable diseases.

Q. Thank you. I understand there doesn't seem to be much available in historical records that would paint a comprehensive picture of the origin and evolution of CG aviation medicine up to the present. Would you like to say something about that before we get into today's programs?

A. Well, you are correct about the lack of historical data on Coast Guard Aviation Medicine. I believe the Coast Guard utilized Navy flight surgeons until the early 1970s. At that time, I think it was 1972, the Coast Guard created the first class of USPHS Medical Officers to be trained by the Department of Defense as flight surgeons for the Coast Guard. Most of that training had to do with the care and feeding of aviators rather than Coast Guard specific operational involvement of flight surgeons. Over the ensuing years, it became clear that the Coast Guard has unique and evolving domestic missions that require the direct involvement of flight surgeons. Most of the training along these lines was on the job training, learned the hard way by the flight surgeons in the field and not captured in any doctrine

or policy until relatively recently.

Q. I'll now ask you to focus on specific areas of interest regarding the programs of today. To begin, how many flight surgeon billets are there in the Coast Guard, and are all billets currently filled? Also, what is the process for the CG bringing a flight surgeon on board and what medical qualifications are required?

A. There are currently about 60 physicians in the Coast Guard. All are USPHS Officers. About 40 have been provided formal training as flight surgeons by attending either the 7-week Army or Air Force Aeromedical Primary Courses, and about 20 are currently assigned to Duties Including Flight Operations (DIFOPS) billets. There are two vacant DIFOPS billets. We screen prospective flight surgeon recruits by reviewing a current physical exam to ensure they meet the medical and vision standards for flight surgeons, which are generally the same as for other aviation personnel. In addition to medical screening, we also screen for psychological adaptation to the aviation environment. Persons who are prone to motion sickness, claustrophobia, who cannot swim or have a fear of flying are not considered well adapted to the aviation environment. That leaves us adrenalin-seekers who love things that go really fast and make a lot of noise!

Q. Please describe aviation medicine training provided to our flight surgeons.

A. Physicians that qualify are sent to the 7-week Aeromedical Primary Course (AMP) at the Army or Air Force schools. We prefer the Army school because of the emphasis on rotary wing aircraft operations. Following successful completion of training, the student is then sent to an additional week of Coast Guard specific training at the Flight Surgeon Transition Course at ATC Mobile. At the transition course, the trainee learns policy and procedures specific to Coast Guard clinics, goes through familiarization training on the airframes the Coast Guard operates, completes crew training in emergency egress, Crew Resource Management and Helicopter Emergency Egress Training (HEEDS). HEEDS training takes place in a pool in which the student is strapped into a chair that is flipped upside down underwater in a cage. The student then breathes through a small compressed air supply while calmly going hand over hand to an exit. Students passing this training go on to the 9-D-5 "dunker" training. This is done at a DoD facility in which there is a helicopter mock-up over a pool. The helicopter "crashes" into the water, fills with water and then rolls over. The student does 4 escapes from different positions in the training cabin, two



with eyes closed off by black-out goggles. Newly trained flight surgeons are then designated as a Flight Surgeon Trainee (FST) when they report to their first DIFOPS assignment. Over the next year they are expected to fly at least four hours per month, include night flights, observe aircraft maintenance, provide training to aircrews on aviation physiology, survival, night vision and a number of other topics. After a year, the FST may request formal designation as a fully qualified Flight Surgeon (FS). While assigned to a DIFOPS billet, FSTs and FSs are also required to meet the recurring annual training required of all aviation personnel as listed in the Air Operations Manual. A physician who is not assigned to a DIFOPS billet is termed an Aviation Medical Officer. All of their training is otherwise the same.

Q. Do we have any billets for Physician Assistants specifically assigned to aviation units? If so, how many, and do they receive special training in aviation medicine?

A. The Coast Guard employs 42 Physician Assistants (PA). There are now Aeromedical designations for PAs as well. A PA may attend the Army AMP Course and the transition course at ATC Mobile. After training, the Aviation PA (APA) can perform periodic aviation physical exams, issue "up chits" and prepare aviation waiver requests. An APA is not generally expected to fly regularly but may request to do so. If they meet additional criteria, obtain additional training and fly regularly, the APA may become a Designated Aeromedical Physician Assistant. Twelve PAs have been sent for APA training. There are currently 4 assigned to air station billets who are supervised by a distant flight surgeon..

Q. Turning to Corpsmen, how many billets are there, and are they all filled currently? And, do Corpsmen assigned to aviation units receive special training in aviation medicine?

A. Health Services Technicians (HS), or Corpsmen, are sometimes provided additional training to provide health care aboard Coast Guard aircraft engaged in SAR/MEDEVAC operations. They do the aircrew training for Aviation Mission Specialists and must be certified EMTs. There currently are no billets designated as AMS, but a few Coast Guard Air Stations have developed their own approach toward training, supervising and monitoring these AMS Corpsmen. Annual training is required for all aviation personnel including flight surgeons, flight surgeon trainees, physician assistants and corpsmen in aircrew duties, egress, survival and across a wide variety of medical conditions. All are required to maintain certification in Basic Life Support and Medical Officers are required to maintain certification in Advanced Cardiac Life Support.

Q. What about recurrent training for flight surgeons, P.A.'s and HS's?

A. Annual training is required for all aviation personnel including flight surgeons, flight surgeon trainees, physician assistants and corpsmen, in aircrew duties,

egress, survival and across a wide variety of medical conditions. All are required to maintain certification in Basic Life Support and Medical Officers are required to maintain certification in Advanced Cardiac Life Support

Q. Is there anything you would like to add about equipment?

A. The minimum required medical capability aboard Coast Guard helicopters engaged in SAR is an EMT-Basic level provider equipped with oxygen, an Automated External Defibrillator (AED) and EMT-Basic bag of splints and bandages. Additional personnel and equipment may be brought aboard on a case by case basis and may include a physician or physician assistant.

Q. What problems or challenges face today's CG aviation medicine programs?

A. Challenges facing Coast Guard aviation medicine include the increasing public expectation that the Coast Guard operates a fleet of high tech air ambulances instead of a multi-mission aircraft platform with EMT-Basic capability. In some areas, the public insists that the Coast Guard regularly transport ill or injured patients from resort islands or remote villages and are surprised to discover the limited medical capability aboard our aircraft. An important challenge is for us to manage expectations, stay focused on true mission objectives and plan for a sustainable capability.

Q. Anything further you would like to add about current programs?

A. The way ahead in Coast Guard Aviation medicine includes developing a cadre of officers that fly regularly and have the special skills needed to accomplish our missions. We are now requiring medical officers to attend formal courses in Combat Casualty Care, Medical Management of Chemical and Biological Casualties as well as Homeland Security Medical Executives Course and Joint Operations Medical Management. We are developing a standardized approach to how flight surgeons prosecute a request for MEDEVAC, and it is taught in the new Aeromedical Operational Problems Course taught at ATC Mobile as part of the Aviation Medicine Standardization program. An O-6 billet has been created for a senior flight surgeon to manage this standardization program and develop new chapters in the Aviation Medical Manual originally published in 2004. It is an exciting time to be in Coast Guard aviation medicine. Perhaps we can revisit this topic in a future Pterogram.

Thank you very much, Doctor. Maybe next time you would like to discuss plans, hopes and dreams for the CG aviation medicine programs of tomorrow. We'll be looking forward to more of your perspectives. In the meantime, thanks for your sharings and for being an important member of Team Coast Guard Air.



COAST GUARD AVIATION ART

Here is a dimension of Ptero involvement in the important and lasting role of art in the preservation and display of CG aviation history. See pages 18, 20 and 23 for other sources of art depicting Coast Guard aviation.

Several years ago members of the Coast Guard Academy Class of 1962 invited the Ancient Order to join them in their effort to provide a series of historical murals and paintings. These original works of art will be placed in a new reading room to be constructed at the Academy. Additional details and samples of some of the paintings can be seen at (<http://uscga1962.org/mural/booklet/intro.htm>).

Many Pteros viewed this as an opportunity to see CG aviation "on the walls" of the Academy more than in the past knowing as well that future viewers of the art will include not only Academy cadets and graduates but also, through leadership and other programs, many Direct Commission officers, Officer Candidates and senior enlisted personnel as well, not to mention parents and friends, etc.

After numerous negotiations with the sponsoring class of 1962, and the enthusiastic support of the Superintendent and his recent predecessors, we agreed on behalf of the Order to provide two paintings highlighting major rescues by aviation forces.

The first of these two paintings depicts the Olo Yumi rescue and honors the thousands of CG personnel involved in the historic operation in which more than 125,000 Cuban refugees crossed the Strait of Florida during the Mariel Boatlift of 1980. The painting will be presented at festivities during Academy Homecoming activities in 2007 and will hang at a temporary location until the new area is ready.

A second painting will be commissioned in 2008 and will focus on aviation operations during Hurricane KATRINA in 2005. It will honor all CG aircrews who rescued the many thousands of people in that historic event.

Our thanks to Ptero George Krietemeyer, Aviator 913, who contributed to the above background and who, as past president of the Ancient Order helped manage the process from vision to negotiation to selection of a painting focus to selection of the artist and leading to the final painting...BZ, George!



See the back cover for a **color** image of this fine piece of art and below for how to order a print.

On May 17th, 1980, Coast Guard pilot LCDR Paul Ibsen [Aviator 1493] and his HH-52A 1455 helicopter crew, LT Bob Hallock [Aviator 1663] and AD3 Ken Marks, were deployed aboard *CGC COURAGEOUS* during the massive CG effort to protect refugee vessels and support immigration control efforts during the Mariel, Cuba to Key

West, Florida mass exodus. During the five months of this operation, 102 Coast Guard Cutters and boats, 19 Navy ships and patrol boats, Navy and Marine Corps aircraft and 99 Coast Guard aircraft from 15 air stations participated in this massive effort. Ibsen flew solo that day with Marks as crew and a corpsman from *COURAGEOUS* to monitor dozens of overloaded boats transporting hundreds of Cubans sailing up from Mariel to Key West. In late morning, Marks spotted the bow of a vessel sticking out of the water with a large number of people in the water. Overloaded, the motor vessel *OLO YUMI* had swamped in the 6-8 foot seas produced by a sudden squall line. The helicopter crew observed survivors desperately hanging onto the boat and other debris. Not all wore lifejackets. Ibsen determined to hoist as many survivors as the helicopter's available power would allow, and Marks expertly manipulated the rescue basket to get them into the helicopter. When the eleventh arrived at the helicopter door, the hoist burned out. Ibsen headed back to *COURAGEOUS* as three additional helicopters arrived on scene. *COURAGEOUS* and *CGC VIGOROUS* had sped to scene and lowered boats to complete the rescue of 27 people. Of the 52 people in *OLO YUMI*, 38 were saved.

If you were involved in the Olo Yumi case or any part of the Mariel operation or want to provide a memento of other CG air experiences for family or a local library, consider ordering a print of this painting.

Color Prints 22" x 22" are available at \$28 each (\$40 each after October 15th, 2007) plus \$2 for each additional print. Shipping and Handling is free for the first print, \$2 each for additional prints. Mail your check made out to Class of 1962 Endowment Fund to Bill Plage, Hartford Fine Art & Framing, 80 Pitkin St., East Hartford, CT 06108.

Contact Bill Plage at (860) 528-1409 with questions for for any framing options.



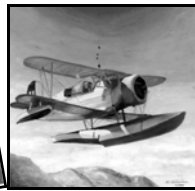
More Art

Ptero Billy Richardson, Aviator 745, a prolific creator of aviation art, is a member of COGAP, the Coast Guard Air Program. Here are just a few images of his work. Color prints of these and other paintings featuring CG aircraft, old and new, will soon be available on line at

www.centerlineprint.com.

In the meantime, reach Ptero Billy at 202 Dogwood Trail,

Elizabeth City, NC 27909 or ljrber@roadrunner.com



A ROOST IN HAWAII...

came close to being approved at the 2007 business meeting (see the roost report in these pages). A gathering to the islands in the future would be a first for the Ancient Order. Some argue that the cost and distance are not insurmountable given time for advance planning. What do you think? Let your Executive Board know your thoughts, especially if you would consider joining a roost in the land of pineapples, volcanoes, etc.



REMEMBERING THE CREW OF HU16E 1240

by Commander Marty Kaiser, USCG (Ret.), Aviator 753

As Sitrep 2-07 was going to press, a ceremony to honor the fallen crew of HU16E 1240 was about to be conducted. Ptero Marty Kaiser was present and filed this report...Ed]

On May 29, 2007 at CG Air Station Clearwater, the unit Officers and Crew, distinguished guests and family members paid tribute to the six members of the crew of HU16E CGNR 1240 who perished on the night of March 5, 1967 while on a rescue mission in the Gulf of Mexico. A memorable ceremony included the dedication of a beautifully designed and constructed site in which is centered a 30 inch square bronze plaque describing the lost personnel and their mission four decades past.

That night, a distress call from the 40 foot yacht *Flying Fish* taking on water 20 miles East of Appalachicola, Florida, brought HU16E 1240 piloted by LT Clifford E. Hanna and LTJG Charles F. Shaw with crewmen AD1 Ralph H. Studstill, AT1 Eckley M. Powlus Jr., AT2 James B. Thompson and AT3 Arthur L. Wilson into the air from CGAS St. Petersburg to assist. After reporting having located *Flying Fish* in the fog and dropping a dewatering pump with near pinpoint accuracy, the aircraft tragically dis-



appeared into the night. An exhaustive 13-day search turned up only the remains of three of the crew. Location of the aircraft wreckage remained a mystery until the wreckage discovered by a sport diver in July, 2006.

The identity of the aircraft was subsequently confirmed. No human remains or personal effects were found. The Foundation for Coast Guard History and our Association, in recognition of the dedication and sacrifice of the aircrew, jointly sponsored and funded the manufacture of two bronze plaques to memorialize the crewmembers. One plaque was to be placed on a site at CGAS Clearwater and the other underwater at the wreckage site.

At 1300 hours on May 29, CGAS Clearwater Commanding Officer, Captain (Ptero) Michael Emerson, welcomed the guests, families of the deceased crewmembers, and area retirees to a ceremony next to a newly constructed Memorial Garden. Posting of Colors, the National

Anthem and USNR Chaplain Wildhack's invocation preceded Coast Guard Seventh District Commander and Ancient Albatross, Rear Admiral (Ptero) David Kunkel who presided over the dedication ceremony.



Front Row L to R: CAPT Emerson, RADM Kunkel, Congressman Young, VADM Thorsen, CDR Wildhack

Rear Admiral Kunkel announced designation of the wreckage site as an underwater grave site not to be disturbed by anyone in the future. Ptero Vice Admiral (Ptero) Howard Thorsen, USCG (Ret), representing the Foundation for Coast Guard History, described how quickly the events leading up to the ceremony had evolved and of the cooperation between the Foundation and our Coast Guard Aviation Association. Congressman C.W. Bill Young, Florida 10th Congressional District, addressed the assembled crew and



guests, offering some very nice things about the deceased crewmembers and the Coast Guard in general. Congressman Young then presented the members of each of the deceased men's families with U. S. Flags that had been flown over the Capitol in Washington D.C. along with Certificates of Authenticity. Our association was represented by several members including President Mont Smith and Mrs. Smith.

The moving ceremony continued with wreaths being placed on either side of the memorial, one from the Officers and one from the Chiefs. Then, as each deceased crewmember's name was individually read and accompanied by the ringing of a ship's bell, a member of the CGAS crew placed a red rose on the memorial.

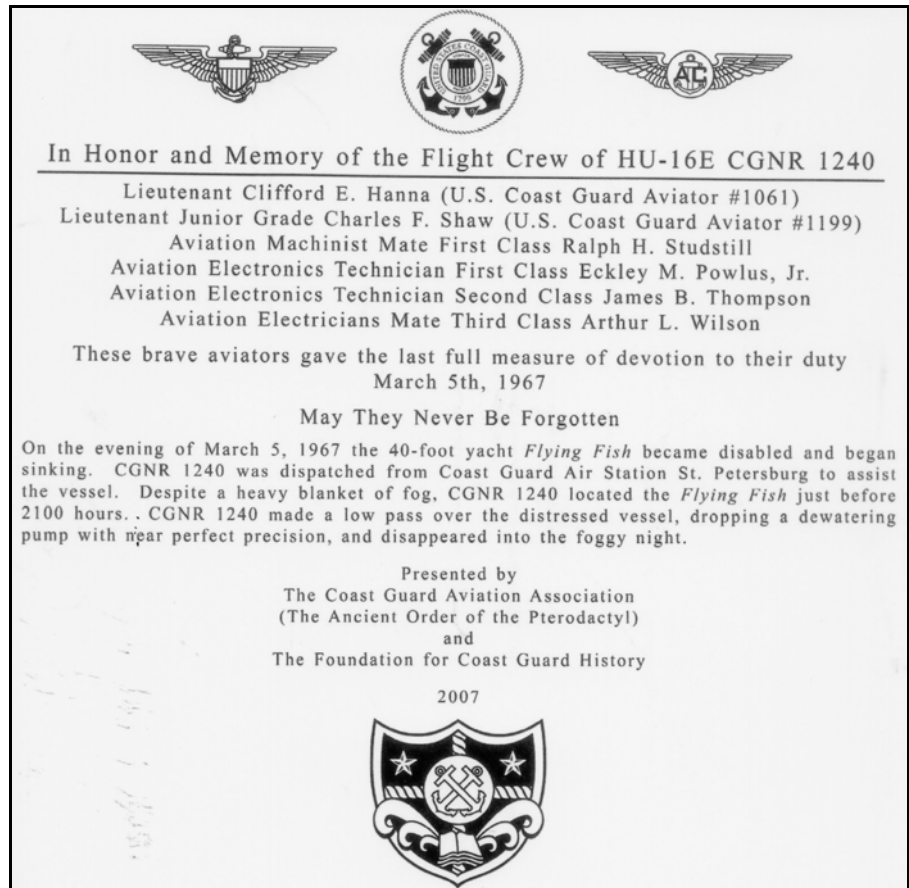


Two kilted pipers played Amazing Grace, the colors were retired, and after the benediction, an informal reception was held.

The second plaque was later fixed to a 5000 pound concrete buoy sinker and on June 18 transported to the wreckage site onboard CGC *JOSHUA APPLEBY*, WLM-556, accompanied by CGC *SEAHAWK*, WPB 87327.

JOSHUA APPLEBY placed the memorial plaque at the site in 59 feet of water with supervision and documentation by members of the Florida Fish and Wildlife Conservation Commission and Florida State University Underwater Crime Scene Investigation dive teams. Family members of the deceased crew observed from *SEAHAWK*. *SEAHAWK*'s crew executed a three-rifle volley and performed a wreath laying ceremony to honor the fallen aircrew.

PA3 Sondra-Kay Kneen, at the marine ceremony recorded the following remarks by Richard G. Powlus, brother of deceased crewmember AT1 Eckley M. Powlus, Jr. "I told my brother I loved him today, I don't think I ever told him that when we were young. The Coast Guard showed great respect. I thought the ceremony was appropriate and showed concern and compassion. It gave closure to the family."

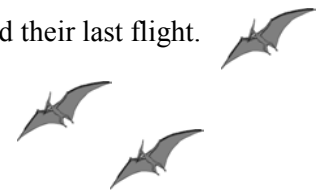


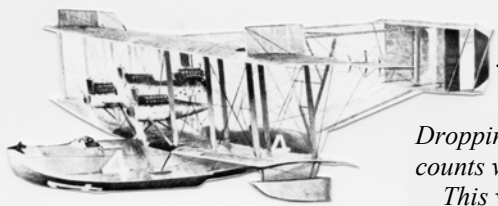
AN IMAGE OF THE BRONZE PLAQUES



TAPS With regret, we report that the following members have recently logged their last flight.

Captain Richard V. Butchka, Aviator 1238
 Captain Donald H. "Doc" Luzius, Aviator 497
 Admiral Owen W. Siler, Aviator 515
 Lieutenant Commander Jack Weber, Aviator 139





MAIL

Dropping off this issue's mail is the U.S. Navy's NC-4, a **historic** aircraft on two counts well known to most Coasties but either unknown or ignored by many others: This was the **very FIRST** successful transatlantic flight in history (May, 1919!), & The pilot at the controls was our very own **Lieutenant Elmer Stone, USCG, Coast Guard Aviator Number ONE!**

Visit www.uscgaviationhistory.aoptero.org for other images & much history!

DAD'S DREAM

[Sitrep 1-07 included images of the fine painting "Dad's Dream" by artist Brian Snuffer and solicited information about the actual rescue mission. Here's a terrific response to that call thanks to Ptero Tom Maine, now CGAS New Orleans XO...Ed]

I noted on page 7 of the Spring Pterogram you were looking for info to fill in the blanks on the *DAD'S DREAM* rescue that artist Brian Snuffer captured so stirringly in his recent work. Here's as I recall the case from my perspective as CGAS Cape Cod Operations Officer at the time.

As the remnants of Tropical Storm Alberto accelerated away from the northeast US coast and into the North Atlantic in mid-June 2006, the storm went "extra-tropical." With most observers expecting it to dissipate in the cold waters off Cape Cod, it actually intensified rapidly and dramatically, with winds reaching hurricane force by the morning of 15 June. Passing just south of Nova Scotia, peak wind gusts of 75 knots were recorded on land at Halifax, with sustained winds offshore estimated to be in excess of 75 knots.

On the morning of the 15th, the First District Command Center received a report of a 406 mhz EPIRB distress signal in a position approximately 290 miles east of Chatham, MA (about 230 nm SSE of Halifax). This signal was also correlated to the position given by satellite phone from the master of

the S/V *FREE SPIRIT* reportedly in distress in 30-ft seas (the master had called his daughter that morning). CGAS Cape Cod was alerted and launched the ready HU-25 CG 2110 with a full load of fuel. A SAR equipped HH-60J, CG 6032, on a training mission was diverted to Yarmouth, NS to refuel and proceed to the scene. Because of the location of the case, RCC Halifax assumed joint SAR Mission Coordinator and also diverted a Canadian Forces C-130 from their Greenwood airbase.

Arriving in the vicinity of the last known position of *FREE SPIRIT*, the HU25 encountered winds gusting in excess of 90 knots, ragged ceilings below 1500ft, 3-5 mile visibility in rain showers, and observed seas of 30-35 feet. While searching for *FREE SPIRIT*, the HU-25 crew overheard a MayDay on Channel 16 from the S/V *DAD'S DREAM* reportedly taking on water with a crew of 3 about 35 miles south of *FREE SPIRIT's* last reported position. Now low on fuel and unable to divert farther offshore, the HU25 departed scene to refuel at Yarmouth. The Canadian C-130 remained on scene briefly to cover the HH-60J but soon also departed after encountering severe turbulence and 1/4 mile visibility. Due to the severe conditions and lack of fixed-wing cover so far offshore, the HH-60J was recalled to Yarmouth, and a replacement HH-60J crew was dispatched to Yarmouth via a second HU25.

After the storm abated slightly, HU-25 2110 launched toward the last position of *DAD'S DREAM* with HH-60J 6032 in trail. The HU-25 relo-

cated the sailboat whose skipper reported they were taking on water fairly rapidly due to holes in the hull caused by their main generator, having broken free of its mounts. The HU-25 precisely dropped a dewatering pump in 40+-knot winds, but the *DAD'S DREAM* crew was unable to retrieve the trail line before it slipped overboard.

As darkness fell, HH-60J 6032 arrived on scene. Aircraft Commander LT Sean Krueger carefully evaluated the conditions (now 35-40 kt winds, seas 25-30 ft, darkness) and determined that a direct hoist would be impossible to the foundering sailboat. Rapidly approaching BINGO fuel [must leave scene due to low fuel], LT Krueger decided with his crew's concurrence that the survivors would best be recovered by having them enter the water one at a time for recovery by the Rescue Swimmer, AST1 Chuck Ferrante (whose handsome mask-covered mug is captured for posterity in Mr. Snuffer's painting). Using Night Vision Goggles and with copilot LT Tim Williams backing him up and closely monitoring fuel state, LT Krueger maneuvered the helo close astern the darkened vessel. One by one, and on cue from the flashing hover lights of the HH-60J, the *DAD'S DREAM* occupants jumped into the mountainous seas. Flight Mechanic AMT2 Matt Talton skillfully delivered AST1 Ferrante through the dark and between waves to secure each survivor, quickly hoisting them into the helo. As each cold and wet survivor



reached the door, AST3 Nick Mills, a second swimmer on the flight, evaluated them and began treating injuries including moderate bleeding from the first survivor who had gashed his head and neck as *DAD's DREAM* was tossed about earlier in the day.

As the last survivor was recovered, LT Williams announced BINGO fuel and the crew quickly secured the cabin for the 200+ mile-transit back to Yarmouth. After delivering the survivors to awaiting EMS crews at Yarmouth, the exhausted helo crew refueled their helo and entered crew rest in anticipation of a first-light search for *FREE SPIRIT*.

Sadly, despite a monumental multi-day search effort involving HU-25s and HH-60Js from Cape Cod, C-130s from Air Station Elizabeth City and Canadian Forces Greenwood, P-3s from NAS Brunswick, CGC SPENCER and Canadian CG Ship EARL GREY, covering some 15,000 square miles, no trace of *FREE SPIRIT* was ever found.

I hope this fills in some of the Dad's Dream blanks for Pteros and other interested readers. I think they and we can be justifiably proud of the actions of all the aircrews crews who did their best to uphold the many decades-long tradition of operational excellence established by those who have gone before us in Coast Guard Aviation. Semper Paratus!

Ptero Tom Maine
CDR, USCG (Ret.),
Aviator 2838



A PTERO AND A COMPOUND HELO

[Earlier this year, Piasecki Aircraft for the first time flew the X-49A experimental compound helicopter. Ptero Richard Jackson, CDR, USCG (Ret.), CG Aviator 2733, just happened to be along for the ride as second pilot. How that happened

and just a little about the concept was shared recently in emails from Ptero Jackson. Here are some excerpts. This material, limited much more by our space than the technical know-how of our correspondent and others, will probably prompt some questions and hopefully some interest...Ed]

I first spotted this compound helo concept as part of some grad work in the '80's. I was an Air Force pilot then before the direct commission to the CG. When working on the MH-68A Stingray in HITRON, I made a visit to Piaseck Aircraft Corporation and was welcomed like a friend of the family.

On retirement, I took a job with AirScan in Kosovo flying tac recon, ran my own consulting side business, took an 18 month assignment for AirScan flying Tac Recon in Iraq (great mission, people, and job - at one point there were 5 retired/former Coasties there!). While on my last tour, I received a call from John Piasecki asking if I would be interested in flying as second stick for the phase I flight tests of the X-49A Speedhawk, a modified YSH-60F.

The concept is based on a successful earlier concept of ducting a prop and directing the thrust for anti-torque or propulsion. Very solid concept. The first flight went as predicted, and the aircraft flew very well.



The tail mounted variable-thrust ducted propeller replaces the tail rotor and provides thrust for forward flight, while the wing unloads the rotor and allows the helicopter to fly faster.

Ptero Rich "Snake" Jackson



BERMUDA HISTORY

I am an Aviation historian writing a book on the history of aviation in Bermuda. I would like to hear from any USCG personnel who served at the CG Air Detachment there from 1952 to 1966 and have tales to tell and memories to share. I will also welcome seeing any photographs of the aircraft for possible inclusion in the book.

The Bermuda Air Detachment started operating from the Naval Operating Base in 1952 with three PBM Mariners and a JRF Goose. Around 1955 P5M-1G Marlins arrived followed by HU-16E Albatrosses in 1960. The Detachment relocated to Kindley Field in 1963 and in 1966 was closed when responsibility for Coast Guard operations around Bermuda was transferred to Elizabeth City.

Please contact me with details of your Bermuda experience. Thank you.

Tom Singfield
25 Chennells way, Horsham, West
Sussex, RH12 5TW, UK
tom@singfield.freeserve.co.uk

[Members, please copy our Association Historian, Bear Moseley, with Bermuda details...jmoseley@comcast.net...Ed]



DID YOU KNOW MY DAD?

[We recently received a request for information about the late LCDR Charles W. Schuh, CG Aviator 90, CG Academy class of 1939, from his son who was in the womb when his dad died in 1948 in an aircraft accident. Through emails we were able to provide some links to classmates and shipmates...Ed]

...I would like to hear from/speak with anyone who has knowledge of my father. Thank you.

C. William "Bill" Schuh, Jr.
2513 Perring Woods Rd
Baltimore, MD 21234
(410) 627-4639
FAX (410) 665-2620
cwschuh@yahoo.com





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!!**

Honor Graduate

AMT3 Peter Hemstead, Jun., 2007
 AET3 Robert Barnette, Jul., 2007
 AET3 Jessica Pfau, Jul., 2007
 AST3 Craig Powers, Jul., 2007

Assignment

Savannah
 Barbers Point
 San Francisco
 Sitka

Honor Graduate

AMT3 Jaime Trout, Jul., 2007
 AET3 Amanda Smith, Aug., 2007
 AMT3 Michael Hill, Aug., 2007
 AST3 David Dobias, Sep., 2007

Assignment

Mobile
 HITRON
 C130 APO Eliz.City
 Clearwater



NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

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

Congratulations and Welcome Aboard!!!

CG Aviator Nr.

3887 John Filipowicz
 3888 Kimberly Hess
 3889 Jason Reeder
 3890 Samantha Whitten
 3891 Ace Castle
 3892 David Chapman
 3893 Ryan Hawn

Assignment

San Diego
 Clearwater
 North Bend
 Los Angeles
 Corpus Christi
 San Francisco
 San Francisco

CG Aviator Nr.

3894 James Morrow
 3895 Zachary Mundy
 3896 Simon Greene
 3897 Andrew Greenwood
 3898 Christopher Young
 3899 Andrew Paszkiewicz

Assignment

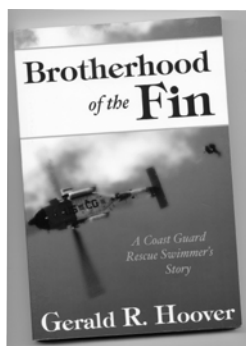
Clearwater
 Opa Locka
 San Diego
 Mobile
 Detroit
 Barbers Point



Good Reads... (reviewed by ye scribe)

BROTHERHOOD of the FIN
*A Coast Guard
 Rescue Swimmer's Story*
 by Gerald R. Hoover,
 AST1, USCG (Ret.)

After reading this book, my first thoughts in preparing to write about it included trying to identify categories



of readers who might NOT find it of interest. Just a few seconds were needed for me to conclude there aren't any. At least, it is hard for me to imagine a reader who will not be captured by this true tale full of exciting stories of high drama and heroism. Pterodactyls and their families,

friends and neighbors *should read* Brotherhood of the Fin. The book will make a great gift for others, including libraries. Only a few pages will convince any reader that this author knows his stuff. As one of the very first Coast Guard rescue swimmers, he has "been there, done that" many times over (and under!). Ptero Jerry, in 178 pages, has chronicled personal experiences along with some of his brotherhood's from their exhausting training to night time rescues in



stormy seas far offshore to uniquely challenging urban rescues in the wake of floods and hurricanes. Hang on wire with a swimmer, smell the salt, hear the helo's whine and feel the wind and spray.

If you pick up "...the FIN" on a beach in the sun, smear on plenty of goop for you won't want to put it down. You can find it at the Ptero Store and also on Jerry's website (www.Thebrotherhoodofthefin.com) where you can also contact him.



MAYDAY! MAYDAY!
A Coast Guard Rescue
by Chris L. Demarest

Here, readers, is a children's book, yes, children's book, worthy of every home and library. Readers, do you have children, grandchildren, a school or public library nearby? This beautiful hard bound and jack-



eted 9" x 12" book is advertised for ages 4 to 10 years. This Ptero would say 4 to 100 years for an absorbing read and assessment. What a gift!

The author is a member of CO-GAP, the Coast Guard Art Program, a recognized author-illustrator of children's books and a member of the Coast Guard Auxiliary. His forty pages of "Mayday! Mayday!" tells a rescue story that from nose to tail could be a true one. The story is told in rhymed verse with page after page of wonderful paintings in color depicting the various stages of a helicopter mission. The opening verse, "A thirty-foot yacht, adrift well out to sea, sends, 'Mayday! Mayday! Please respond to our plea,'" is set against a two-page-across illustration (a painting!) and is followed by verses and paintings depicting the mission evolution to a successful conclusion with the rescued warm, dry and safe and the Jayhawk back home being refueled for the next call.

The author credits CGAS Cape Cod for cooperation and includes an actual photo of a Cape Cod Jayhawk crew as well as wonderful schematics of a Jayhawk, a Rescue Swimmer and a Flight Crew Member with equipment labels. Coloring material for the toddlers. Reading material for the bit older. Super educational stuff for the oft-uninformed American citizen.

Check retailers on line or stores.



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)

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

Spouse: _____ TP Res. () _____ - _____

Email Res. _____ TP Work () _____ - _____

Email Work: _____ TP Cell () _____ - _____

Sign me up for:

- Life Membership \$ 200 (includes a Ptero Pin)
- Annual Membership \$ 15
- Ptero Ball Cap \$ 20 (includes postage)
- CG Aviation History Book \$ 50 " "
- Book: *So Others May Live* \$ 25 " "
- Ptero Bumper Stickers \$ 3
- Ptero Patch, 4 inch \$ 8

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

Total Enclosed:

\$

92007 Please make copies of this form and pass it on.

Please check all that fit:

- 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: _____

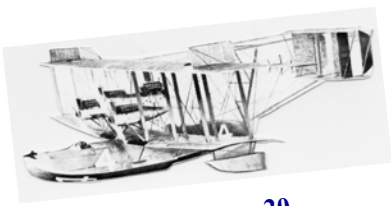
.....
 CG Aircrew CG Flight Surgeon
 Exchange Pilot
Service _____ Country _____
CG dates served:
_____ to _____

.....
 Other: _____

Please send how-can-I-help info!

MAIL TO:

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



Mail Page 20



Pages 15, 16



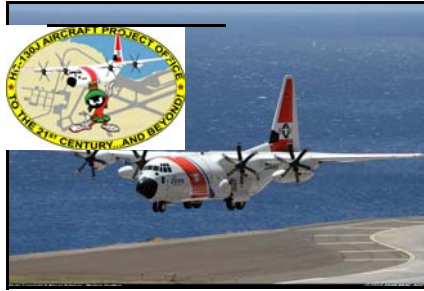
Page 21



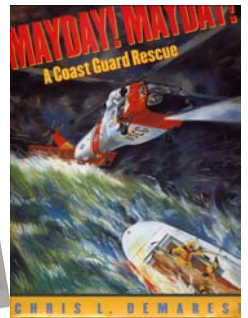
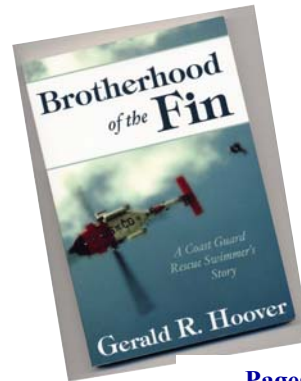
Page 17



Page 20



Page 14



Pages 20, 21



Pages 18, 19



Roost Report Starts Page 3

The Ancient Order of The Pterodactyl
P.O. Box 222905
Chantilly, VA 20153-2905

Address Service Requested

NON PROFIT
ORG.
US POSTAGE
PAID
SEATTLE, WA
PERMIT # 1441

