



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
AN ASSOCIATION OF COAST GUARD AVIATION PERSONNEL

Sitrep 1-06 Spring 2006 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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GRAND TRAVERSE BAY PROMISES A GRAND 2006 ROOST Traverse City, Michigan, U.S.A. September 17 - 20



The Commanding Officer of CG Air Station Traverse City, Ptero CDR David Throop, has assembled an enthusiastic and talented ground crew of active duty and retired personnel to plan this year's annual gathering in the land of bays and BIG lakes, not to mention cherries and apples and grapes.

Headquarters for the roost will be the **Bayshore Resort** at 833 East Front Street, Traverse City where a special group room rate for Pterodactyls and guests will be **\$79** per night plus some tax. A complimentary breakfast is included. Parking is free. An early room reservation is recommended. **Phone 1-800-634-4401 or 231-935-4400** and mention the Coast Guard Pterodactyl group. You can check out the resort's facilities at www.bayshore-resort.com.

This will be the third visit by the Ancient Order to Traverse City. It seems we're on a cycle of every ten to twelve years ('82, '96, '06). Some other numbers: 2006 is the 90th year of CG aviation and also marks 50 years of a formalized aviation safety program. Lots to celebrate.

We can anticipate some super activities, a great awards banquet and a meaningful business meeting complete with a likely transition of Ancient Order leadership. Scheduling details, roost reservation form and potential RV sites will be published in Sitrep 2-06, the June (summer) Pterogram. It's not too soon to start your pflight plans. Also, let this be the first reminder that if you want to cross the big bridge north into canuck country while in the area, bring your passport or birth certificate.



DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the JUNE DATE to which **YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT** is AOK. **IF THE DATE READS 2006, OK, BUT PAY AGAIN SOON TO REMAIN CURRENT**
Check out page 11 for the renewal application, AOP address, etc. Thanks for helping us carry on!



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Notes From Ye Prez...

...but which is Prez?

I am extremely pleased to report that the leadership transition process is well underway. We have a full slate of young, highly qualified folks to take over as President—Vice President—Secretary—Treasurer. We should all be proud of

and support the people who have volunteered to serve our association and our nation's Coast Guard. A ballot is available on page 11 and brief bios are on page 3. Please be sure to exercise your privilege (as a REGULAR member) to vote, on paper or electronically. If you live in Florida (and there are lots of you there), you may want to ask your Alabama or Georgia neighbors to help you with the paper ballots. Please – no 'dimples', 'pregnant dimples' and no 'chad.' We don't want lawyers, sea, air or land, involved in this election process.

A detailed set of Ptero Goals and Plans for 2006 is published on pages 6 & 7. You are invited to review that list and let us know if you have additional projects you are willing to help us try to accomplish. The more people we have assisting, the more we can do. We are THE experts on CG aviation history – nobody can do the job better.

This year we celebrate the 90th anniversary of "Flying Since The World Was Flat." We all know of Elmer "Archie" Stone as CG Aviator Number 1. We need to know the "rest of the story" and will do our best to cover the story over the next issues of *PTEROGRAM*. Our history team has done an exceptional job adding to our knowledge and publishing findings on our history website. We plan to publish much of their fine work – on paper – during this, our 90th year. **BZ** to Ptero Gib Brown, Aviator 795, Ptero "Bear" Moseley, Aviator 743, and Ptero Bob Workman, Aviator 914 and the rest of the group for their dedicated efforts to preserve and publish our unique history.

You can also purchase our CG Aviation History Book which tells the story of the first 80 years as seen by the guys and gals who were there. See pages 10 and 11.

I pledge to keep plugging along as your Ancient Prez until the change of leadership at Traverse City in September. Till then – FLY SAFE.

George



P.S.: I just delivered an outstanding DVD of KATRINA operations to the National Museum of Naval Aviation. It was produced by the folks at ATC Mobile's audio-visual shop and should receive an EMMY. It will play 364/8 in our CG mini-theater, and over 700,000 visitors will see it in 2006. Our exhibits will also receive a much needed "face lift" and much more emphasis on "rescues". More on all this later!

Note from your Ancient Scribe/Editor...This Sitrep is a sort-of cost benefit experiment regarding color. 3-05 had a centerfold of photos in color which brought encouragements to keep up the color, especially featuring people, real people. Color costs. This 1-06 is fewer pages with fewer people. So, I chose color on the front and back. I know most members don't want to get into the details, but that's where the devil lies, right? Anyway, considering this issue, the color front and back costs us a little less than a quarter each copy to print. So, is it worth it? I think so. More pages in color, of course, will cost more. We can do more with more in the treasury, which, I believe, can come with growth in membership. I say let's do it. I'd like to know what you think.

RJC



**ALL PTERODACTYLS NOW 'HEAR' THIS: ELECTION TIME !
IT'S TIME TO VOTE - THIS IS NOT THE BALLOT - SEE PAGE 11**

The nominees for your Executive Board Officers, as shown on the ballot (p. 11) are:

For Prez: **CAPT Mont Smith**, USCG (Ret.), Aviator 1520, D.C. area (VA)
(currently Director of Safety, Air Transport Association)

For Vice Prez: **CAPT Paul Langlois**, USCG, Aviator 1954, currently D.C. area (VA)
(C.O. CG Personnel Command, Arlington, VA, to retire from active service in May)

For Secretary: **Cathie Zimmerman**, USCG Civil Service, D.C. area (MD)
(Deputy CG Aviation Safety Chief, CG Headquarters)

For Treasurer: **CDR Ben Stoppe**, USCG (Ret.), Aviator 1646, currently D.C. area (VA)
(Aeronautical, Avionics & IT Systems Engineering)

All Nominees Are A.O.P. Life Members



**CGAS MIAMI ADOPTED BY BROWARD
COUNTY NAVY LEAGUE**

Evidence of the expanding network of local support to CG air units by Pterodactyls and/or by local Navy League of the U.S. Councils, in February, 2006, CGAS Miami was formally adopted by the Navy League in a certificate signing ceremony. Shown here are the Vice President Of the Council, Gayle Malone, and the commanding officer of CGAS Miami, Ptero and Captain Keith Taylor, Aviator 2420, at a signing of certificates of adoption.

A hearty wing and main rotor dip salute to our civilian Navy League friends for stepping up to support our busy active duty personnel.



Long Time Ptero Phistorian Thanked at CGAS P.A.



On 16 February 2006, several Pterodactyls gathered at CGAS Port Angeles on invitation of the commanding officer, Ptero/Captain Mark D'Andrea to surprise LCDR Barret T. "Tom" Beard, USCG (Ret.), CG Aviator 1104. Tom had been invited to speak to the crew on training day but didn't know his two decades of historian service to the AOP was also on the docket.

Before Tom's talk to some 60 or so aircrew members, as a token of our appreciation and esteem, Tom was presented with a folio containing a letter of thanks from the Prez and a montage of some of Tom's great work on behalf of CG aviation and the USCG. Tom is still helping us but recently signaled his many projects call for a retreat from the AOP Phistorian title. Just one of his endeavors is script writing a documentary about the development of the helicopter with interviews of notable pioneers, like Sergei Sikorsky and Stew Graham. More on that later. For now, let it be known that Tom's talents and diligent research, authoring, editing and advising are sincerely appreciated by all of us. Thanks x 10 to the 6th, Ptom!



United States Coast Guard Academy Aviation Club

Preparing The Corps for a Bright Future in Aviation

by Cadet 2/c Jarred Hinton, Club President,
Cadet 2/c Eric Vryheid, Vice President, 2/c Chris Pulliam, Secretary, 3/c Nate Rhodes, Treasurer and
MSTCS Vikki Cates, Advisor

[The AOP Executive Board recently approved a grant of \$2,000 to the cadet aviation club in our continuing support of club programs...Ed.]

The aviation programs and opportunities continue to grow at the Coast Guard Academy. Cadets have an opportunity to go direct to flight training upon graduation. Five billets were filled by cadets from the class of 2004; two recently received their wings of gold. Seven billets were filled by cadets from the class of 2005. Summer aviation internships are available.

The fall 2005 Academy Aviation Day was successful. The CGAS Cape Cod Pilot Shadow Program continues to be a big hit. The Coast Guard Auxiliary flight training program is continually growing. The flight simulators (Sims) were upgraded, and we're not done yet.

The 2005 Aviation Internship was very successful. All three participants received their private pilot's license. For the summer of 2006, we plan to send 10 cadets to a private flight school for three weeks to obtain 15 hours and a solo. In addition to their time at the flight school, each cadet will spend 3 weeks at an Air Station to work on ODO qualification. The idea is to optimize flight time and Coast Guard funds so that these cadets meet the Introductory Flight Screening (IFS) requirement prior to attending Naval Flight Training.

The Aviation Club offers opportunities to those 225 cadets who are members and to the cadet corps as a whole. This past fall, members of the Aviation Club assisted the Aviation Division of Golf Company in the success of the Academy's Aviation Day. Events included static

displays of fixed wing aircraft at the Groton-New London Airport, static displays of rotor wing aircraft on Washington Parade Field, a Club-sponsored lunch in the Cadet Wardroom for all participating aviators, and a panel discussion that evening. Club members assisted with organizing tours of CG-1, the Gulfstream V as well as a T-44 trainer from NAS Pensacola, an HH-60 from CGAS Cape Cod, and a newly-converted HH-65C from CGAS Atlantic City which conducted 8 flights from the Groton-New London Airport that afternoon. Club members set up aviation familiarization flights with the Coast Guard Auxiliary that allowed 25 cadets to experience the exhilaration of flying.

The Aviation Division in Golf Company coordinated the participation of more than 70 cadets in the CGAS Cape Cod Pilot Shadow Program this school year. This program allows cadets to experience the missions and operations of CG aviation. Many weekends during the school year, cadets are given the opportunity to shadow Coast Guard pilots as they conduct their duties at CGAS Cape Cod. This program has received great amounts of positive feedback from participants. As we have been working to further the appreciation and awareness of CG aviation within the Corps of Cadets, we have also been working toward preparing cadets interested in a future career in aviation. Again this year, CG Auxiliarist Jon Towle of Flotilla 25-04 conducted ground school classes to help prepare club members to pass the FAA's knowledge test. This course also affords them an opportunity to take flight lessons with CG Auxiliary Certi-

fied Flight Instructors.

Over the past year, the club has participated in numerous activities in an effort to expand the awareness and appreciation of aviation. 11 members toured New York's Terminal Radar Approach Control (TRACON) Center on Long Island, NY. Eight members plus the past and present advisors visited the Sikorsky manufacturing plant in Stratford, CT. Ten Cadets traveled to Cape Cod to fly gliders and experience powerless flight at a small private glider operation in Martsons Mills, MA.

Cadet 1/C Bruno successfully upgraded both Sims. 3/C Jeffries has taken over Sim maintenance and has ordered VOX programs so that Sim pilots can interact vocally with 'ATC' and run scenarios such as SAR and oil spill cases. The Sims have been utilized by our ground school participants when their CG Aux flights are cancelled due to bad weather.

The officers and members of the Aviation Club truly appreciate the support and assistance that we receive from the Pterodactyls. Many of the things we do would not be possible without your generous donations.

Semper Paratus and thank you!



Cadet 3/c Mike Gibson and 2/c Jarred Hinton in an HH-65C on aviation day.





MEMORIES OF THE "MYSTIC THIRTEEN"

AND

"THE HOOLIGAN CARRIER PILOTS ASSOCIATION CHOWDER AND MARCHING CLUB"

By Ptero Warren "Rusty" Rast, CG Aviator 501



[Ptero Rast resides in Traverse City and is helping with planning for the 2006 roost. Rusty recently shared with your Ancient Scribe some stories of the beginning of his fine aviation career. I asked him to write them down for the membership. Flight training (and the world) were different six decades ago. Wonder what flight training and the world will look like in 2066? Anyway, this tale describes what may be just one forerunner of the camaraderie envisioned by the founders of the Ancient Order. Are there others?...Ed.]

This is my reminiscence of the formation of our "Club." My memory is not like a fine bourbon — age does not improve it. Bear with me, reader with keen recall, if you find fault with a detail in some of my statements.

In 1945, an ALCOAST solicited applications for flight training from CG officers including academy graduates. I had been trying to get into flight training for about 6 months, but this was the first chance we had to apply. Thirteen Academy graduates applied at that opportunity and formed a group that completed flight training with a syllabus including carrier qualification. They were CG Aviators 491 — 503, namely in that order Bob Emerson, Art Hancock, Carl Parrott, Don Reed, Bill Allan, Ed Kirchner, Doc Lucius, Joe Steel, LeWayne Felts, Art Perry, yours truly, Curt Kelly, and Jack Natwig. We were known as the Mystic Thirteen.

As we reported for flight training first at NAS Dallas which was closing down, then NAS Corpus Christi, the post-war demand for naval aviators was winding down. The training program was downsizing with many instructors leaving the naval service. I finished ground school in December of '45 and started flying in January, '46. We had a long delay between N2S and SNJ's. In fact, I was a LT by then, had a USN LTjg as my assistant to run a bull gang of about 30 NavCads to mow lawns, polish bright work, clean barracks, etc. This lasted almost 6 weeks. One month I had to sneak down to the flight line to get air time in for flight pay. I finally finished the program in Corpus and was transferred to Pensacola for further training. We reported to squadron 4M for PBY training. Elmer Crock was CO of this squadron until the Coast Guard reduced many of us in rank in July of '46. Elmer went from LCDR and CO to 4th senior man in the squadron. The Navy wanted him to stay on and made him student control officer.

We completed our PBY syllabus and then reported to Saufley Field for SNJ gunnery and night flying, then to Corry Field for carrier training. We completed the short field carrier training, then went aboard USS WIGHT for carrier qualification. I made my 6 qualifying arrests in April, '47. Curt Kelly and I flew off the carrier back to Pensacola and received our wings on 11 April '47.

Then off we went to NAS Banana River for PBM advanced training. After we arrived there, the Coast Guard became alarmed about our lengthy period of training. Any CG student in the flight training program with more than 250 hours was graduated immediately and sent to advanced training. The Mystic Thirteen who completed the carrier landing syllabus socialized on the beach at Coco Beach, FL. Bob Emerson named our group "The Hooligan Carrier Pilots Assn., Chowder and Marching Club." We installed him as our "Esteemed Ruler."

Jack Natwig and I flew as a team in the PBM, moved up to NAS Jacksonville in July, '47 to complete PBM training. We finished at NAS Jacksonville on 11 August '47. I had accumulated 406.0 flight hours in flight training and reported to CGAS Elizabeth City in September, nearly two years after my flight training began.

[Captain Rast graduated from the CG Academy in 1943 a year early as a member of the class of 1944 and was initially assigned to convoy duty at sea followed by shore assignments. Following flight training, he served at CGAS Elizabeth City, the Aircraft Repair and Supply Base at E City, was designated CG helicopter pilot 142 and was assigned to CGAS San Diego. He was then assigned as the senior Coast Guard officer at Naval Flight Training, NAS Pensacola — during which period your scribe was a student aviator — and then was assigned to CG Air Detachment Argentia, Newfoundland. After that it was XO CGAS Traverse City, Twelfth District SAR Officer, CO CGAD Annette Island, Alaska and CO CGAS San Diego. He retired from active duty in 1968...Ed.]



ANCIENT ORDER PLANS AND GOALS FOR 2006

This list of primary Ptero objectives was approved in a February meeting of the Executive Board held at ATC Mobile with teleconferencing participation.

Responsibility for each item has been accepted by designated and willing volunteers.

The list is presented here for the information of the membership.

Suggestions and offers to help are hereby solicited.

Goal A: Promote and Perpetuate CG Aviation History

1: Museum Projects

- (a) Pensacola, Fl. Expand and improve interior exhibits; add HU-25
- (b) New London, CT. Add 4 large models, patch collection, carved wings
- (c) Washington, D.C. Add HH-52 to Smithsonian Collection when ready
- (d) Mobile, AL. Repair HH-52 and HU-16 storm damage
- (e) Other. Prepare one more HH-52 for display

2: Electronic Archives

- (a) Transfer Stew Graham HNS helicopter trial movies to DVD
- (b) Continue to expand and improve the history website
- (c) Complete an on line aviator number database
- (d) Complete and archive the history website as duplicate backup on CD
- (e) Prepare, advertise and market entire collection of images from the history website

3: Pensacola Symposium

- (a) Execute plans for the rescue panel on 11 May

4: Develop plans for funding murals at CG Academy

5: Help market book about CG rescue swimmers [see page 10]

Goal B: Support Active Duty Forces

1: Identify Ptero active duty award recipients through CGHQ

- (flight safety, aircraft maintenance, fixed and rotary wing rescue)

2: Name Ptero aircraft maintenance award

3: Propose changes to CG Awards Manual to reflect Ptero award updates

4: Submit proposals to Commandant for new CG heroism categories

5: Seek actions to boost understanding of, appreciation for, and involvement in A.O.P. by active duty aviation personnel

6: Seek methods of expanding recognition of active duty enlisted aviation personnel

Goal C: Empower camaraderie and esprit de corps

1: Plan, execute and support 2006 gathering (roost) at Traverse City

2: Publish three Sitreps (Pterograms)

3: Expand and improve the Ptero website

- (a) Improve member service pages, adding more interactive capability
- (b) Add member only bulletin board for online discussions
- (c) Automate Ptero Pstore online with option to total and print orders
- (d) Add more current events
- (e) Solicit member suggestions for site improvements

4: Survey membership regarding program direction, emphasis, etc.

5: Manage electronic mail roster

Goal D: Manage and improve the Ptero organization

1: Financial

- (a) Identify appropriate sponsors for four active duty awards @ \$2,500 each
- (b) Manage available funds
- (c) Conduct annual audit and transfer funds to D.C. area (with leader transitions)
- (d) File appropriate tax returns
- (e) Develop final 2006 budget
- (f) Operate Ptero Pstore



Plans and Goals (cont'd)

- 2: Membership
 - (a) Maintain timely, accurate and complete membership records
- 3: Leadership Transition
 - (a) Finalize new association officer slate
 - (b) Conduct election of officers
 - (c) Develop and execute transition plan



NICE THANK YOU FROM CGMA

DEC 27 2005

“Dear Captain Krietemeyer,

On behalf of Coast Guard Mutual Assistance and the men and women of the Coast Guard, I extend our heartfelt gratitude to The Ancient Order of the Pterodactyl for the initiative to raise funds for the Katrina account. To date the Pteros have contributed more than \$37,000. As requested, these contributions will be used to assist Coast Guard members and families impacted by Hurricane Katrina.

CGMA has been helping Coast Guard individuals and families in need for 80 years. Without your support in times of catastrophic events such as Hurricane Katrina, it would be difficult for CGMA to assist with the many needs faced by members of the Coast Guard family. You may take pride in knowing that the Ptero contributions are part of the nearly \$1.9 million in assistance distributed, to date, to those affected by Hurricane Katrina.

Again, your willingness to step in and help in this time of special need is greatly appreciated.

Sincerely,
/s/ Kenneth T. Venuto
Rear Admiral, U.S. Coast Guard
President”



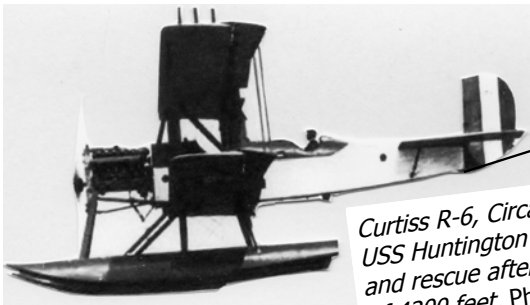
NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

The following pilots have been designated as Coast Guard Aviators and have been provided with a first year dues-free membership in the Order. 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 Pterodactyl 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 a multitude of active duty awards, memorials and CG aviation history-preserving-projects.

Happy Landings, and again, Welcome Aboard!!!

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
3783 Shannon Whitaker	Borinquen	3796 Stephen Pittman	Cape Cod
3784 Matthew Breckel	Astoria	3797 Jake Smith	San Diego
3785 Jeffrey Bolling	Clearwater	3798 Justin Gordon	Miami
3786 Marc Lanore	Los Angeles	3799 Daniel Broadhurst	Port Angeles
3787 Warren Wright	Corpus Christi	3800 Justin Denton	North Bend
3788 Ray Slapkunas	Clearwater	3801 Philip Thisse	Clearwater
3789 Brooks Crawford	Astoria	3802 Kyle Young	San Francisco
3790 Erin Boyle	Miami	3803 Jeffrey Owens	New Orleans
3791 Paul Smith	Traverse City	3804 Will Johnson	Barbers Point
3792 David McCown	Cape Cod	3805 Christian Polyak	Port Angeles
3793 Benjamin Walton	Atlantic City	3806 Mary Martin	Borinquen
3794 Domingo Acevedo	Elizabeth City	3807 Ashley Lovejoy	Miami
3795 Vincent Jansen	San Diego		





Curtiss R-6, Circa 1917-1918. Flown by Coast Guard aviators during World War I from the cruiser USS Huntington and used by the fledgling air arm of the Coast Guard to develop the concept search and rescue after the war. It had a cruise speed of 65 knots, a range of 300 miles and a service ceiling of 4200 feet. Photo and remarks from the extensive photo album on the AOP aviation history website: (<http://uscgaviationhistory.aoptero.org/>) or link from (www.AOPtero.org).

FROM A FELLOW RESCUE AVIATOR

[This is a story in itself. Review the fall 2005 Pterogram (CG Aviation Hall of Fame inductions) to get the full gist of this. I met Lt/Col Charlie Langham, USAF (Ret.) and his wife in the 2005 Savannah roost hospitality suite as they 'checked in.' I learned their presence was something of a secret. As a USAF Jolly Green helicopter pilot, Charlie had been downed in SE Asia in the late 1960's and was recovered to safety by another USAF Jolly Green commanded by Ptero Dick Butchka, CG Aviator 1238. Ptero Butchka didn't know until the night before the awards banquet that the Langhams would be at his table during Dick's induction with ten other CG combat rescue veterans into the CG Aviation Hall of Fame. This had been quietly arranged by Ptero Jim Loomis, another inductee. After the roost, I corresponded by LtCol Langham and 'heard' this back from him...Ed.]

Thanks for the contact. I did give some thought to requesting a couple of minutes to thank Dick before his peers for "doing the right thing" on 24 October 1969. However, I decided that it was a time for all the Coasties honored and on consideration thought it might take away from the moment.

You have a great organization doing a great job supporting the Coast Guard mission. At the cocktail party, I told one of the guys that we just don't get to your level of

camaraderie in the Air Force except in small groups because there are just too many of us. It was an absolute honor to be at both functions.

L/C Charles Langham, USAF(Ret.)



WEBSITE RESEARCH

The last Pterogram was excellent and kept my rapt attention throughout. So much so I just re-read it and find I must send a formal comment to Ye Old Mail Bag.

Readers, please kindly note the historical revelation about the first Helo flight south of the Antarctic Circle and the first Helo landing on the Antarctic Continent. Now folks, that is historical and of worth to those who come along behind.

Our organization's prime mission is to "To contribute to the enlargement and perpetuation of the history of Coast Guard aviation and recognition thereof both internally and in areas external to their service." It is listed on our charter and on our website. The Association saw fit to establish a website (<http://uscgaviationhistory.aoptero.org/>) to act as a repository and on-line library of images, articles and publications of historical worth and interest.

I sit by the minute, hour, day, month and year waiting for contributions to the CG History website. I don't have that many minutes, hours, days, months and years left to waste! So, please slip us a copy or loan us the original and we promise care and return of the

submission. We are not an archive and do not maintain original, authenticated documents; we are a digital repository. That is, in 50 years the copy we hold will be the same then and now. No yellowing with age. No mildew from garage or attic. Just simple, crisp digital copies for anyone and everyone to read and remember.

Please send us your tired, your worn, your huddled masses yearning to be repositories. Instructions are on the website. Just click on *CONTRIBUTE* in the second paragraph of the homepage and you will find instructions. Please annotate any photos and papers you send so that they (1) contain the names of their owners and (2) identify as many of the stations, aircraft numbers, places, faces, events and years in the photos as you possibly can. Thanks from ye ole ancient history webmaster.

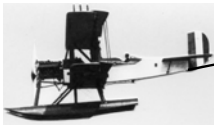
Ptero Gib Brown, Av 795

[If you have questions about what may be of value or to whom or how to send it, contact us through any of the email or postal addresses on page 2. If you have a computer, please visit the sites listed above here or under the R-6...Ed.]



PAINT? SHOOT?

Back in the 1950's while stationed at CGAS St.Petersburg, I was called by operations to report to the helo on the line with a .45 Cal. pistol. I had been fortunate to have won many state pistol championships representing the CG. As I



MORE MAIL

climbed aboard the H04S, we began to taxi out, and I asked "What's up?" It seemed there was a light plane down in the Everglades swamp which had been there for days and had become a problem.

Many flights passing overhead would report the wreck to the FAA. Not certain a recent crash hadn't occurred, the report would be passed to the CG to investigate.

I saw we were carrying a gallon can of paint and a 4 inch brush. The pilot, Al Flanagan [Aviator 333] told me I was to be lowered down to paint big red X's on the overturned wings and tail of the downed plane.

I said something like, "Why me and why the .45?"

He said, "We figure there may be some gators around and you could handle them with the .45."

I thought "GREAT!" As we arrived on scene and AD1 Kiriluck started me down on the hoist, cowl-ing started flying about from the rotor wash. The pilot said we would have to move about 30 to 40 yard to the side. I was lowered to the knee-deep swamp water with the paint and my trusty .45. I dashed to the tail of the aircraft, and as I stepped up on it, a 5 to 7 foot long gator slithered away. Needless to say, that was the fastest damn paint job of big X's ever!

Another Sea/Air-Swamp story from Charlie the painter.

Ptero Charlie Dugan,
ASMCM, USCG (Ret.).



SEEKING SARWET HISTORY

In 1971 when I was Operations Officer at CGAS San Francisco, we started a rescue swimmer program and called it SARWET. It was the idea of an enlisted aviation rating. I wish I knew which one.

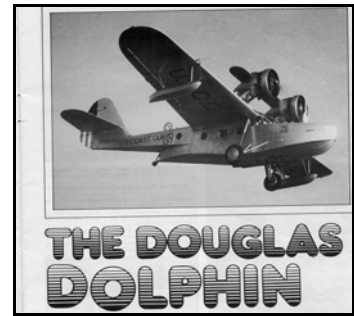
I am attempting to gather information on the SARWET initiative. I have been able to glean some data from the memories of a few contacts but will appreciate any and all information. If you are at all familiar with the program, please get in touch with me. My email: genensparkie694@harborside. Or call 888-240-2239 toll free. Many Thanks. Semper Paratus.

Ptero Gene Bauman, Aviator 694
(CG Helo Nr. #278 in '57)



MORE HISTORY

[To explain the following note, a CG Air Auxiliarist, Ernest Prussen, while "browsing through magazines" at a Long Island, NY air museum, came across a 1982 issue of Airpower which featured an extensive article about the Dolphin, like some 18 pages and 57 photos!! He was a terrific 'lookout' and having acquired a duplicate, sent it the CGAS Cape Cod command. An alert pilot sent it to us. We'll now be able to preserve the content for posterity. An example of our purposes and expanding visibility paying off for future generations...Ed.]



Greetings from CGAS Cape Cod. I am Air Auxiliary Liaison Officer for D1...I received this magazine from one of our Auxiliary members...rather than gather dust here at the air station, I thought to share it with the AOP. Please keep the magazine and use it as you see fit. Thank you for all of your work and support of the active duty flyers. We certainly do appreciate all the AOP does for us.

LTJG David Aldouse, USCG,
Aviator 3678



'GRAM PTRAVELS

Here he is, Ptero Dave Nelson (Aviator 996) in the cockpit of the Spruce Goose at Evergreen Air Museum, McMinnville, OR, with Pterogram in hand.



Submitted by Ptero Arne Soreng,
CG Aviator 661

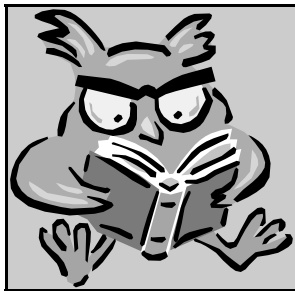


TAPS

We regret having to report that Ptero James Maher, CG Aviator 526, has taken his final flight 'cross the bar.



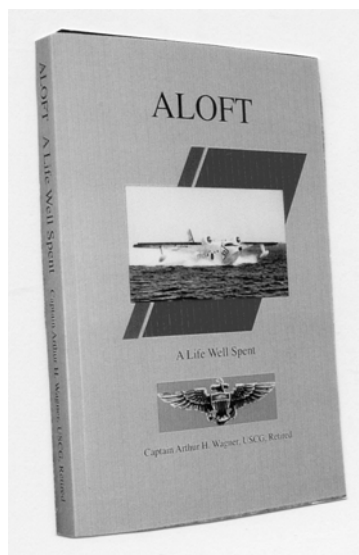
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ALOFT

A Life Well Spent

by Ptero Captain Arthur H. Wagner, USCG (Ret.), Aviator 769



Cover is in brilliant color

Reviewed by CAPT Joseph Smith, USCG (Ret.) with input from an aviator friend and Mrs. Betty Moorhead, widow of the late Ptero CAPT Charles Moorhead, Jr., Aviator 784.

I read Art's book. I was gratified to find a truly well told story. His obvious passion for his chosen career appears again and again. Sprinkled in are numerous human touches accented by his reference by name to many whom we all know - he tells it like it is, pulling no punches. He flew in the days when "characters" still existed (I suspect in the politically correct era of today that this has largely disappeared). Parties were on the wild side. As he says on page 234, "Would that type of behavior be tolerated today? I rather

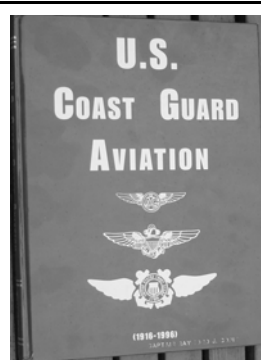
doubt it. Should it be tolerated today? Not hardly. Did it constitute behavior unbecoming to an officer and a gentleman? Probably. Was it fun? Absolutely."

This is essentially two stories: the first recounting his days in the Coast Guard; the second, telling of his accomplishments and frustrations in the corporate world of aviation.

An aviator wrote that Art has chronicled his aviation life from childhood to today in a well documented autobiography. His CG experiences span 1957 to 1979, starting at the Coast Guard Academy flying in the Grumman Goose, to flight training at Pensacola and Corpus Christi, to assignments at CG Air Stations, CGHQ, graduate school, and AR & SC. He will relate to most Pterodactyls their experiences as they went down similar paths. He treats his 20 years in the corporate aviation world lightly in contrast to his CG days. An interesting and good read for all CG aviation types in particular.

Betty Moorhead wrote that once she started it, she could hardly put it down, and it gave her a "big case of nostalgia."

[Excerpts from ALOFT are available at www.trafford.com/05-1361. The book can be purchased on line from Trafford Publishing and other sources as well as direct from Art for \$17 (check or money order): 711 Bradley Point Road, Savannah, GA 31410...Ed.]



Cover Blue & Gold

CG Aviation History

1916-1996

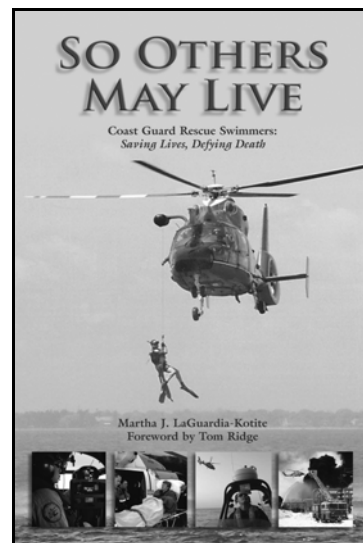
Available

From the Ancient Order

See next page for price and how to order.

**Soon to be released
SO OTHERS
MAY LIVE: Coast Guard
Helicopter Rescue Swimmers,
Saving Lives, Defying
Death (Foreword by Tom Ridge)**

by CDR Martha Laguardia, USCGR



Cover is in brilliant color

So Others May Live should land on the shelves in May, 2006 and is the untold story of the U.S. Coast Guard rescue swimmer. In startlingly clear and exception writing, it tells twelve heroic stories of the greatest maritime rescues attempted since the program was started in 1985.

Commander Laquardia is a graduate of the CG Academy ('89) and a gifted writer with hundreds of magazine articles to her credit as well as film production, script edits and other praised CG and civilian public affairs work.

[So Others May Live is available for pre-order now on line at barnesandnoble.com and at amazon.com. We are excited about this release and look forward to CDR Laguardia attending and signing books at the Traverse City roost in September...Ed.]



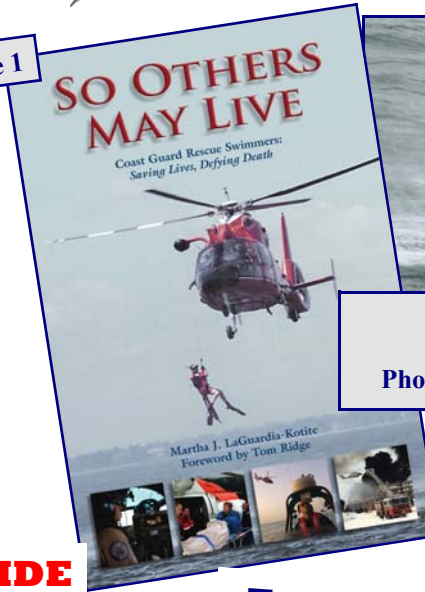
Get Ready for Traverse City Page 1



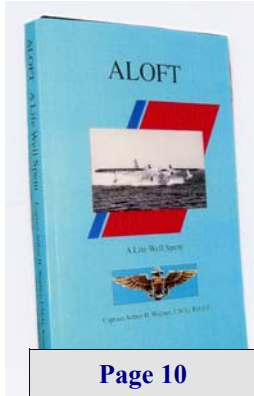
Pages 8 & 9
Comin' Atcha

Cadets on Page 4

WWII on Page 5



See page 10 about
CG Rescue Swimmers
Photo above by Glenn Grossman



Page 10

**EVEN MORE INSIDE
FOR ACTIVE DUTY
AND RETIREES
AND SUPPORTERS**

**Explore
&
Enjoy**

**VOTE!
PAGES
3 AND 11**

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