



PTEROGRAM

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

Sitrep 1-11 Spring 2011

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

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Pthirty-fifth Annual Ptero Roost Flight Plan Filed



We'll be phlocking to Mobile, Alabama November 10-13, 2011 when we will salute the men and women of the Coast Guard Aviation Training Center (ATC) and celebrate the Centennial of Naval Aviation.

ATC Mobile's Commanding Officer, Ptero CAPT Steven C. Truhlar, Aviator 3029, describes his assignment as "the best job in the world!" He also proudly states that "ATC Mobile is affectionately known as 'the Cradle of Coast Guard Aviation' (or 'The Crucible' as CAPT Kurt Carlson liked to say)." The unit consists of 18 various airplanes and helicopters and over 560 men and women dedicated to their mission.

See page three for roost hotel registration details and page four for a feature article on ATC Mobile.



DUES CURRENT ? — *Please CHECK YOUR MAILING LABEL*

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS June 2011, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE



Changes in dues became effective in 2008. Check out page 19 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 1520 (CGAA/AOP President):

Aloha, Fellow Pteros! –Coming off a near-perfect Roost in Jacksonville, you might assume I'm a happy camper. Well, the truth (as I rendered it at the business meeting then) is that we've got a lot of work to do this year, and little time to get it done. We are kicking off the Centennial of Naval Aviation with a gala dinner aboard USS Midway this week, and there are "flight suit balls" being planned across the country. We've got a BIG Roost planned in Mobile on the weekend of November 11th and planning is going fine. The CGAS Clearwater CPOs are renovating an HU-16 with financial help from CGAA and the dedication ceremony will be at 10:00 a.m. on Friday, May 6th. This aircraft will symbolize the first HU-16 delivered to the Coast Guard 60 years ago, and will also represent a sister ship of HU-16E CGNR 1240 lost in 1967 on a night search in the Gulf of Mexico. I wish I could say progress is underway in a similar fashion on an HH-52A for the Smithsonian. As a former C.O. once said, "I'm not disgruntled, but I'm not very grunted either!"

I plan to step down as your president this Fall. This should be no surprise, as I announced it at the ECity Roost in 2009. Several other board members are doing likewise. We desperately need young leadership and I urge you to step forward to maintain the momentum of our organization. Recruiting and membership are huge issues. As I said in JAX, let's make our 2011 slogan "Bring a friend to Mobile!"

1520



Association of Naval Aviation College Scholarships: please see Eligibility and Application info on page 11 and pass the word to anyone you feel may be interested in this great opportunity. Your CGAA supports this program. Donations are also welcomed...Ed

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.

Reproduction of Pterogram for further distribution is authorized and encouraged.

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Taps

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

CAPT Bernard J. Doyle, Jr., 294 7/19/10

CAPT Thomas H. Carter, 617 11/11/10

CAPT Donald M. Reed, 494, 11/19/10

CAPT James D. Martin, 864 11/25/10

Phyllis Cornish, (wife of Ptero James A. Cornish (Deceased), 149) 12/_/10

CDR Elfox O. "Al" Yates, 310 1/16/11

CDR Theodore C. Rapalus, 531 1/21/11

CWO2 Frank Meligan, P-2705 2/4/11

CAPT James F. Butler, 947 2/13/11



We're Proosting in Mobile 2011 !!!

November 10, 11, 12, 13

Veterans Day Weekend



Roost Headquarters will be at the beautiful **Marriott Renaissance Riverview Plaza Hotel** downtown **Mobile, Alabama**. Mobile is undergoing a downtown resurgence that has seen two hotels rise to the top of the city's lodging choices. One of them is the Marriott Renaissance Riverview Plaza Hotel (shortest tower), which is part of the multi-million dollar investment made by the Retirement Systems of Alabama (RSA). The other hotel with the Marriott Renaissance brand is the **Battle House Hotel & Spa**, a historic hotel located just two blocks away and is part of the newly constructed Battle House Tower complex. **The Marriott Renaissance Riverview Plaza Hotel** recently completed a **\$50 million dollar renovation** with the latest features and decor. The upgrade also includes a new spire on top of the hotel that complements the spire of the RSA Battle House Tower. The spire is lit in varying colors at night to coincide with different events and seasons. The hotel has several dining options onsite and is within

walking distance of the elegant **Trellis Room Restaurant** located in the **Battle House Hotel & Spa** with additional shopping, entertainment, restaurants, and bars located a short walk to **Old Dauphin Street**. Other attractions within walking distance are the **Museum of Mobile**, **Explorium** with the **Omni Max Theater**, **Fort Conde**, **Mardi Gras Museum** and the **Conde-Charlotte House Museum**.

Drive across Mobile Bay & enjoy Bass Pro Shop, Old Fairhope, Eastern Shore Shopping Center, or Outlet Shopping in Foley.

A great weekend is being planned. Some of the major events include:

Thursday 10 November Hospitality Room opens at noon. **Open House** at Dave & Vicki Connolly's beautiful home on Dauphin Island. **RSVP** will be required.

Friday 11 November 2011 - Veterans Day – Bus/Car to Pensacola and celebrate the **100th Anniversary of Naval Aviation**. Enjoy the **National Museum of Naval Aviation**. Included in your visit will be **static displays**, **air show** and the Navy's fabulous **Blue Angels**....

Friday evening: casual reception back at the hotel. Optional patriotic Veteran's Day concert at **USS Alabama Battleship Park** following the reception.

Saturday evening-enjoy the celebration of **Mobile & Mardi Gras**. Enjoy Cocktails to the sounds of the **Golden Oldies performed by Doug Breau and his Band**, followed by **Awards Banquet**.

Friday and Saturday: Tours and presentations at **Aviation Training Center Mobile**. (Plans are to include updates on Coast Guard Aviation including time in the flight simulators.)

Golf/Tennis

City & Historic Homes Tours or on your own day...

Other tours as we develop the plan that will be posted in the Pterogram Summer Issue.

Marriott Renaissance Riverview Plaza Hotel

Room rate is \$100/night
Plus a 14% sales and occupancy tax

Reservations can be made, modified or cancelled at our designated web link

[http://www.marriott.com/hotels/travel/mobrv?
groupCode=cgacgaa&app=resvlink&fromDate=11/10/11&toDate=11/13/11](http://www.marriott.com/hotels/travel/mobrv?groupCode=cgacgaa&app=resvlink&fromDate=11/10/11&toDate=11/13/11)
Or <http://www.aoptero.org/roost11mob/roost11index.php>

Or by phone at 800-922-3298

Use group name **Coast Guard Aviation Association** to obtain the contract rate.

Rate guaranteed until 11 October 2011

20 % discount in the hotel parking garage

Make your hotel reservations early!



Aviation Training Center (ATC) Mobile, Alabama

by Ptero CAPT Steven C. Truhlar, Aviator 3029

Aligning under Force Readiness Command in 2009, ATC Mobile is truly a multi-mission unit, acting as the CG's aviation training, standardization, and capabilities development center, as well as an operational air station. Training, job one, is conducted to provide mission-ready CG pilots in the HC-130H and HC-130J Hercules, HU-25 Guardian, the HH-65C and MH-65C Dauphin, the HH-60J and MH-60T Jayhawk, and the HC-144A Ocean Sentry. ATC's HC-130H and HC-130T training and standardization branches collocated at AirStas Clearwater and Elizabeth City, respectively. All fleet pilots initially trained at ATC return once a year for a one-week proficiency course in their designated airframe. Teams are sent out to provide Air Stations with annual standardization visits, where for several weeks unit pilots and aircrew are tested not only on the ground but in the air, where they are challenged with demanding scenarios and check rides. Those same instructors who train and standardize also help test and evaluate new equipment and then develop training systems and procedures to ensure the fleet not only receives good, usable gear, but knows how to use it effectively.

So far I've only mentioned the "platform" branches. But wait, there's more. The Performance Technology Branch ensures sound training system development across the board, leveraging the Human Performance Cycle to maximize training effectiveness and to ensure continual improvement. The Sensors Branch has their hands full as we take on all the new technology and sensor packages to keep CG aviation at the leading edge of sensor capability and feeding the all-important common operational picture. The Aviation Special Missions Branch, formed in the tragic wake of 9/11, is the keeper of tactics and procedures for aviation counterdrug (CD) ops, vertical insertion, rotary wing air intercept, and all ports, waterways, and coastal security (PWCS) mission profiles. The latest addition to their training arsenal is a world-class aircrew weapons trainer (AWT) where gunners can practice judgment and procedures conducting CD disabling fire, boarding team cover, and security zone enforcement all in a high-fidelity simulator.



The Flight Training Systems Branch maintains the AWT and ensures all the flight simulators keep pace with continual aircraft configuration changes and simulation technology, including a state-of-the-art, level "D" HC-144A simulator due for completion in 2013 (good things come...). The current sims are de-

pendable and get more true-to-life every year. A white-knuckle experience is what we strive to achieve, something that translates well out on that dark and stormy. Speaking of which, the Rescue Swimmer Branch conducts one of the premier rescue schools in the world out at Cape Disappointment, WA. With the good help of Sector Columbia River (formerly Gru/Airsta Astoria), this highly sought after course takes pilots, flight mechanics, and rescue swimmers beyond their comfort zones conducting cliff, high seas, and cave rescues in as a controlled environment as possible. The Ship-Helo Branch ensures helo ops with the cutters are safe and standard. More recent additions to the Training Division are the Aviation Medicine Branch, which is bringing training and standardization to the flight surgeons and their role in the MEDEVAC process, and the Unmanned Aerial Systems (UAS) Branch, bringing the total number of Branches to 14! The UAS Branch has achieved several CG firsts as they explore UAS capability and begin developing doctrine as well as policy recommendations. In 2010, the UAS branch team took part in several drug seizures along the southwestern border and flew their first all-CG crewed operational Predator mission, which disrupted a maritime smuggling operation.

And let's not forget traditional CG operations. Although all aircraft are ready for the call when needed for mass rescue operations, hurricanes, etc., the Operations Division (OPDIV), flying the HC-144A Ocean Sentry, conducts Search and Rescue, Homeland Security, and Environmental Protection missions 365/24/7. They operate under the tactical control of Eighth CG District with an area of responsibility extending from the Louisiana/Texas border to the eastern edge of the Florida panhandle. OPDIV transitioned from the venerable HU-25A to the HC-144A in 2009 and helped pioneer CG ops using this new capability. An HC-144A and two crews were in-theater within 24 hours of the Haiti earthquake, providing critical damage assessment and logistics support. They, of course, have had many "firsts" in the Ocean Sentry including a recent narcotics detection/seizure, but it really came into the limelight following the Deepwater Horizon oil platform explosion in April 2010. The crews and the Ocean Sentry performed superbly, flying over 1,000 flight hours and doing the lion's share of VIP and media flights giving senior leadership, and the world for that matter, a bird's eye view of the situation. Governors, Secretaries, and media reps alike all fell into a 1000-yard stare when they were first flown out to the well site and the aircraft's ramp door opened.



It wasn't easy to quickly take in the enormity of not only the spill but also of the recovery efforts. In addition, the HC-144 and crews flew oil spotting missions and transported hundreds of de-

oiled birds and turtles to Texas, Florida, and Georgia. ATC also hosted eight additional helicopters and crews from virtually fleet-wide, while ATC rotary-wing crews flew oil response flights and continued critical fleet pilot training. In total, over 2,000 flight hours were safely flown out of ATC in support of Deepwater Horizon operations, giving planners the big picture, keeping skimmers skimming, and in general doing the king's business, and doing it well.

Behind all of these great accomplishments and harnessing of technologies lies over 560 of the finest men and women you could ever work with. Keeping all 18 aircraft flying and crewed is a big job, and the Aviation Engineering Division alone is larger than many air stations with its 350 aircrew and maintainers. Keeping all these "Airedales" happy isn't easy, and our modestly-sized support divisions do an amazing job taking care of the troops and keeping this 221 acre, 54-building facility running smoothly today while working toward an even better future. Plan now to attend the Ptero Roost in November and check out ATC for yourself!

"Recent years have seen an accelerated growth in the capabilities and complexities of modern helicopters and airframes. These changes have resulted in corresponding increases in the complexity of training requirements."

This quote is from a CG commissioned HumRRO study. It really hits the nail on the head, doesn't it? Amazingly, this study was done in 1969! Really! With all due respect to the worthy airframes and heroic crews of the day, I think everyone would agree that those technological advances pale in comparison to today's ever-changing complex, avionics and sensor intensive platforms. Which makes that quote all the more profound, I think. Ensuring CG aircrews are mission-ready will always be a challenge. One that ATC is up for. Best job in the world, right?



U.S. Coast Guard Aviation Training Center 2010 Major Accomplishments



Deepwater Horizon Response

- Flew 525 missions, 912 sorties, and 2135.4 flight hours in support of DWH response. (ATC flew 1159.7 hours, TAD aircraft flew 975.7 hours). Highlighted by 26 lives saved and 1 life assisted; Flew 747 Senators, Congressmen, Media and other VIPs; Relocated 413 birds/turtles/wildlife creatures.

Training and Operational Achievements

- HC-144 flew 203 missions, 240 sorties, and 763.4 flight hours in support of 210 SAR cases. (55 Lives saved/assisted, \$500k property saved, and \$6.1M property assisted)
- HC-144 deployed 134 days in support of OPBAT, D7, trial International Ice Patrol. In D7 deployment, HC-144 detected a suspicious sailing vessel; resulted in interdiction of 3 people, 17 bales of marijuana & 2 bricks of hashish valued over \$13Million.
- Transported over 20 turtles in support of Sea Turtle Cold Stun Event 2010.
- Haitian Relief Operations. HC-130J Stan Team conducted SECSTATE transport and logistics flights; Ship-Helo Branch Chief was CTU-Offshore Air Boss; HC-144 crews fed real-time imagery for initial US response.
- Special Missions Branch deployed personnel and supplies to support PACAREA/D13 SUN SEA mission. Coordinated logistics for aircraft and PACAREA crews.
- Took delivery and began training on world's premier Air Crew Weapons Trainer.
- Completed 222 initial Transition courses in six airframes, 632 Proficiency Courses, and 46 Standardization Visits

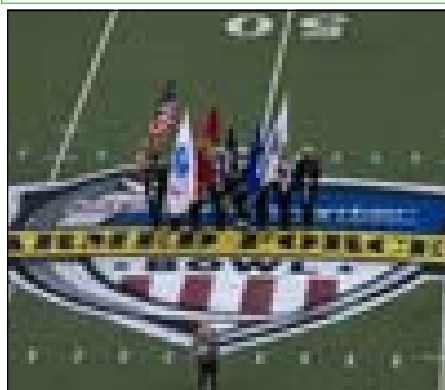
Capabilities Development

- Safely demonstrated HC-144 full mission capability in record 1200 flight hours per aircraft during first full year of operation.
- Accelerated development of HC-144 maintenance procedures. Produced 246 fleet ready procedures, to include on-aircraft test and validation of major component (Landing Gear, Engines, Propeller) removal and replacement.
- Executed OT&E of 14 capability enhancement initiatives across all airframe types: MH-60 Slip Clutch Hoist, MH-60T Searchlight and EO/IR sensor, HC-144 Night Vision Goggles and HU-25A Fuel Computer Upgrade.
- Aviation Life Support Equipment evaluated and fielded 7 new capability enhancements: Common Helmet for HC-130H/J and HC-144, NVG procedures, and OT&E of Joint Service Aircrew Mask.
- Major Flight Manual Revisions in the HC-144, C-130J, C-130H, MH-65C, MH-60T airframes.
- Qualified 3 MQ-9 Predator pilots in joint Customs Border Protection effort.
- Completed construction of \$6M; 13,000 square foot MPA flight simulator building.

External Affairs

- Outreach included: JROTC mentoring, Special Olympics & 88 Public Affairs Tours, Static Displays, or Flyovers.
- Supported 2 "Honor Flights; over 200 ATC members lined runway to welcome WWII veterans home after a day long visit to Washington DC war memorials.
- Worked with Navy Littoral Combat Ship on Radar Testing and Calibration.
- Hosted numerous foreign delegations for collaborations on tactics and procedures to support aviation missions.

Admiral Allen Receives Great American Patriot Award



On 30 December 2010, Adm. Thad Allen was presented with the 2010 Great American Patriot Award during half-time of the Bell Helicopter Armed Forces Bowl between Army and Southern Methodist University. The award, presented annually by Armed Forces Insurance, honors an American patriot who has spent a career going above and beyond the call of duty to serve.



Hangar 2: ATC Mobile HH-65's



CG Medevacs Injured Merchant Crewman off Bermuda



ELIZABETH CITY, N.C. – On 16 December, the CG medevaced an injured crewmember off the Turkish flagged merchant vessel Askabat approximately 400 miles northeast of Bermuda. The 31-year-old male chief officer of the vessel broke his arm and was bleeding heavily from an open wound, according to the notification from the Rescue Co-ordination Centre Bermuda.

An HC-130J Hercules aircraft and a MH-60T Jayhawk rescue helicopter crews from CG AirSta Elizabeth City were launched to assist in the recovery of the injured man. Due to the distance involved, both assets landed in Bermuda to refuel. Hazardous weather conditions of 40-50 mph winds and 12-15 foot seas kept the aircraft grounded throughout the night, and the medevac was postponed until the next day.

At approximately 5:40 a.m. Thursday, the helicopter crew hoisted the chief officer from the vessel and flew the injured man to waiting Emergency Medical Service personnel in Bermuda for treatment.

“What went really well was the excellent coordination between Bermuda RCC Rescue Co-ordination Center, CG District Five, CG Atlantic Area and Air Sta Elizabeth City personnel to effect the rescue despite changing, challenging weather conditions and changes to the timeline of the rescue itself,” said Lt. Greg Dahl, an MH-60T Jayhawk helicopter pilot from AirSta Elizabeth City. “Coast Guard personnel and the personnel at the airport assisted with a couple maintenance issues we had. The coordination between all the people involved made it successful. Everyone worked very well together.”



AirSta Clearwater MH-60T Rescues Three Survivors from 50ft Sailing Vessel by LTJG Stephanie Young



The CG6022 aircrew of Petty Officer 2nd Class Sara Faulkner, Petty Officer 2nd Class Nelson, Lt. George Menze and Lt. George Cottrell, not shown, successfully rescued three sailors off the coast of the Bahamas. U.S. Coast Guard photo by Petty Officer 1st Class Mariana O’leary.

Uncontrollable variables, such as weather, location, time of day or aging response boats and aircraft, presents every CG search and rescue crew with unique challenges. But, few cases present the confluence of obstacles the aircrew of CG6022 faced when they launched from Andros Island, Bahamas, in December.

Arriving on scene, 47 nautical miles offshore, with the 50-foot sailing vessel Arktur taking on water, Lt. George Menze and Lt. George Cottrell, the aircraft commander and copilot, had to position their helo in sustained winds at 35 knots. Using night vision goggles, the aircrew could see the vessel as it pitched and rolled violently in the seas and wind. The s/v was a two-masted ketch, with no open areas for hoisting, and its swaying masts were a clear hazard for the helo.

The howling winds and heavy seas had forced the three sailors aboard below decks, making them initially unaware of the 6022’s presence. Menze and Cottrell placed the helo in a 70-foot hover and used the searchlight to alert the sailors who eventually moved above decks.

The decision was made to deploy the rescue swimmer, and Menze focused on adjusting the helo’s altitude with Cottrell calling out incoming swells. PO2 Sara Faulkner had requalified as a rescue swimmer days before and this would be her first case being deployed since Hurricane Katrina followed by a tour as a recruiter. She recalls the moments after

she was lowered into the water. “The boat I was trying to swim to was moving fast,” said Faulkner. “I seriously had my doubts if I would catch it and as soon as they lowered me down I realized just how fast the boat was being pushed away from me by the winds and the helicopter rotor wash.”

The flight mechanic for the 6022, PO2 James Nelson, was also battling the breaking swells as he assisted Faulkner from above, and was drawing upon what he learned from Advanced Helicopter Rescue School, a training that is held where the high seas thrash the Northwest coastline in Oregon. Without his focus, the basket and swimmer could easily become lost in the foamy seas.

“I’ve done a lot of medevacs in the past, in all different situations,” said Nelson. “But this is the first time I’ve actually used the swimmer and put them in the water with their fins on.” Faulkner powered through the 20-foot swells and reached the boat, attempting to grab low hanging ropes in order to talk with the sailors. When a large swell pitched the stern of the vessel into the air, Faulkner disappeared under the stern, but maneuvered out of the way before the stern came crashing back down.

On Faulkner’s command, the sailors, one by one, took the plunge into the Atlantic. Nelson raised the first survivor, as he contended with the breaking waves that periodically buried both Faulkner and the sailor in white foam. As the first sailor was hoisted, the winds and seas caused the vessel to drift 100 yards from Faulkner, and a rescue sling was used by Nelson to reposition Faulkner, and the second sailor was successfully hoisted.

With only one sailor remaining, it was decided to recover him in a sling deployment instead of a rescue basket to avoid burning out the hoist. After the ready signal was given, Faulkner and the last sailor were hooked together and hoisted into the helicopter’s cabin.

The 6022 aircrew battled nightmarish conditions and personal challenges as they rescued all three sailors aboard Arktur. But every success an aircrew has pales in comparison to the gratitude felt by those whose loved ones are now safe.



Proud Ptero Watches Son Get “Winged”



Ptero Zoran Sajovic, Aviator 1371, (L) holds granddaughter, Jessica, while watching his son, Mark, receive his wings of gold from his wife, Jackie.

Two Coasties were winged at NAS Whiting Field on Friday, 14 January: LTJG Mark Sajovic and LTJG James White. Mark is heading to CGAS San Francisco and James is heading to CGAS Clearwater.



Helene Sajovic (L) holding granddaughter, Juliet, LTJG Mark Sajovic, Jackie Sajovic, Zoran Sajovic holding granddaughter, Jessica, and presiding officer.



“Nugget” CG Aviators Mark Sajovic (L), Aviator 4312, and James White, Aviator 4311.

Congratulations!



CG Turns Navy Cast-offs into New Aircraft

by Eric Beidel, National Defense

One military service’s trash is another’s treasure.

The Coast Guard is using Navy *scraps* to replace helicopters it has lost in crashes during 2010.

“We’ve lost two H-60s over the last year and they’re basically taking Navy frames that were sitting around and turning them into brand new Coast Guard helicopters,” the service’s commandant Adm. Robert J. Papp Jr. told National Defense in a recent interview.

The service lost a helicopter in a crash in Utah’s Uinta Mountains last spring. Heavy wind and snow caused the aircraft to slam into trees. Another helicopter during the summer went down in waters near James Island, Wash., killing three of its four crewmembers. It clipped power lines as it headed up the coast to Sitka, Alaska.

Through a program called “Sundown,” the Coast Guard can use old Navy airframes to fill capability gaps created by crashes. Funding has been made available to replace the helicopter lost in the Utah mountains. It will cost about \$18 million to convert an unused Navy SH-60F to a Coast Guard MH-60T, said Cmdr. Glynn Smith, a spokesman for Papp. It would cost the service about \$40 million to buy a new one, Smith added.

The service is still trying to obtain funding to replace the helicopter lost in the fatal wreck off the Washington coast.

HEADS UP! — OFFICER ELECTION JUST OVER THE HORIZON

Article VIII, Section 1 of the association ByLaws addresses the election of officers as follows:

“The Executive Board shall propose a slate of nominees for office of President, Executive Vice President, Executive Secretary, and Treasurer prior to the annual Convention on odd-numbered years and a new Executive Board will be elected at that convention. Absentee ballots are acceptable at the Convention.”

“This Board will serve for a period of time that encompasses two National Conventions. Should there not be a convention held when a change of officers is due, an election will be held by mail-in vote.”

“An officer may succeed himself or be elected to another office.”

The ByLaws also state that only regular members who are up to date in dues may hold office or vote.

The summer (July) Pterogram will include a slate of nominees for the four officer positions along with an Absentee ballot and instructions. The process will be open to all eligible members, and the election will be concluded at the 2011 roost.

Nominations for each position should be submitted to the Executive Secretary (postal mail: 3658 Bracknell Drive, Woodbridge, VA 22192-7465; Email: excgavi8r@verizon.net) prior to 31 May 2011 in order to be on the absentee ballot. Nominations should include a statement that the member being nominated has approved his or her name being placed in nomination.

Centennial of Naval Aviation Celebrations Schedule

by LCDR Pete Beavis CG-7112 (Office of Aviation Forces)



The yearlong celebration of the Centennial of Naval Aviation has begun. Here's an update as to the planning and outreach activities underway to ensure the good word is spread. Hopefully, all of our Coast Guard Air Stations will be able to engage in some type of celebratory event. Below is the latest update (as of 23 Nov 10) regarding the CoNA schedule, a preliminary list of USCG planned participation and also a jpeg of the official CoNA logo. We plan to support the events of this historic celebration to the maximum extent operationally practical, and ensure USCG Aviation is fully represented. *[Check with your local unit for more details...Ed]*

Friday, March 04, 2011	CoNA Hangar Dance - Host	Air Station Miami
Tuesday, May 03, 2011	Tier 1 assist - CoNA Week Pensacola	Pensacola CGLO
Tuesday, September 20, 2011	Tier 1 assist - NAS Oceana Airshow	Air Station Elizabeth City
TBD	Alaskan Epicenter of Naval Aviation Celebration	Air Station Kodiak
Saturday, September 17, 2011	Astoria Air Show – Host	Air Station Astoria
Saturday, November 05, 2011	Tier 1 assist - NAS JAX Airshow	USCG HITRON
Saturday, June 25, 2011	Tier 1 assist - Rhode Island ANG Airshow	Air Station Cape Cod
		Air Station Corpus Christi
Saturday, April 09, 2011	Tier 1 assist - NAS Corpus Christi Airshow	USCG ATC Mobile
Saturday, March 19, 2011	Tier 1 assists - Keesler & Pensacola Airshows	Air Station North Bend
TBD	North Bend CoNA Open House - Host	Air Station Barbers Point
6/TBD/2011	Barbers Point CoNA Open House – Host	Air Station Atlantic City
Sunday, May 22, 2011	Tier 1 assist - NY Fleet Week	Air Station Sacramento
7/TBD/2011	Tier 2 assist - Sacramento Navy Week	Air Station Washington
Saturday, December 03, 2011	Tier 1 host - "VIP Transport" Open House	Air Station San Francisco
Saturday, October 08, 2011	Tier 1 assist - San Francisco Fleet Week	Air Station Sitka
spring/summer	Sitka CoNA Celebration – Host	Air Station New Orleans
Thursday, May 05, 2011	Tier 1 assist - 'Nawlins Airshow	Air Station Houston
Friday, April 15, 2011	Tier 1 assist - Fort Worth Air Power	Air Station Savannah
Saturday, April 30, 2011	Tier 1 assist - MCAS Beaufort Airshow	Air Station Detroit
Monday, July 18, 2011	Tier 1 assist - Detroit Navy Week	

Naval Aviation Centennial Forum, Virginia Beach Convention Center, September 21-22. The event is co-sponsored by the Navy and AIAA. For further details, please check the listing at <http://www.h-net.org/announce/show.cgi?ID=181772>

First Annual Coast Guard Aviation Air Ball Coast Guard Aviators - This year we celebrate the first centennial of Naval Aviation, the rich Coast Guard Aviation heritage that it spawned, and the legacy of Coast Guard Aviators that have gone before us - some of whom have gone but never returned. Coast Guard Aviation is more robust and more relevant today than ever before in our nation's history. Taking the time to reflect upon and celebrate the history and legacy of what Coast Guard Aviation has accomplished and what the CG Aviators of today still do for our country seems only fitting. As we close the chapter on the first century of Naval Aviation and open the next chapter, Coast Guard Aviation needs an annual event, one worthy of providing a means to celebrate its rich heritage. Additionally, this annual event could serve as a more formal "hail and farewell" to welcome newly assigned or retired CG Aviators and their spouses to the Capital Region and to bid a fond farewell to those departing the Capital area to future assignments. The First Annual Coast Guard Aviation Air Ball is scheduled for Saturday evening, May 7th. This Flight Suit Formal will be held at one of the DC area's many hotel ballrooms or military officers' club. Cost is anticipated to be approximately \$50 per person. All CG Aviators and their spouses/guests will be invited. Assuming we have enough interest, more details and official invitations will follow. Thanks in advance from "the Committee," CDR's Campbell, Andres, & Cooper (CG-711). Please R.S.V.P. to msmith@airlines.org if you would like to attend and support our active duty Coast Guard Aviation forces! Your response is requested asap.



AIR STATION BORINQUEN



LEFT: PETER GEORGE R. MATTHEWS, AVIATOR 4239

Coast Guard Air Station Borinquen is located at Rafael Hernandez Airport on the Northwest tip of Puerto Rico. The closest city is Aguadilla, just 10 minutes South. The AirSta moved to this location from San Juan in the fall of 1971, when the Coast Guard took possession of an outstanding hangar with adjacent support facilities. The responsibility for the station complex, formerly part of Ramey Air Force Base, was assumed by the Coast Guard on 1 July 1976.



The primary mission of AirSta Borinquen is search and rescue. Secondary missions include: law enforcement, homeland security, aerial support for ATON, and logistic support. To accomplish these missions, the AirSta has four MH-65C helicopters. The AirSta is under the operational control of Commander, CG Sector San Juan, located in Old San Juan. The Sector San Juan area of responsibility extends approximately 1.3 million square miles, the biggest AOR in the CG.

AirSta Borinquen is the direct descendant of CG AirSta San Juan, which was located on the Isla Grande Naval AirSta. In November 1971, the AirSta relocated to its present location at what was then Ramey Air Force Base in Aguadilla, and became known as CG AirSta Puerto Rico. Two years later the Air Force discontinued its operation at Ramey, turning the facilities over to the Commonwealth of Puerto Rico and the U.S. Navy. The CG assumed the host role in July 1976, when the Navy vacated the station. It was then that the unit was designated CG AirSta Borinquen. The AirSta originally utilized three HU-16E Albatross seaplanes and two HH-52A Sea Guard helos to effect its search and rescue missions. In March 1973, three HH-3F Pelican helos replaced these air-

OPERATIONAL STATISTICS	FY 10
Lives Saved	65
Lives Assisted	10
Property Assisted	0
Migrants Interdicted	94
Drugs Interdicted	285.5k

craft. The need for increased range for law enforcement and search and rescue resulted in the addition of four HU-25A Falcon Jets to the AirSta's inventory in late 1983 and early 1984. In 1985, four HH-65A Dolphin short-range rescue helos replaced the three HH-3F Pelicans, giving the AirSta a shipboard deployment capability. The Falcons were replaced in 1987 by three HC-130 Hercules aircraft that provided long range search and surveillance capability until their departure in June 1996. Due to the increased tempo of operations in the Caribbean, the AirSta again added four HU-25A Falcons to the inventory from July 1999 until September 2001.



AirSta Borinquen is now busier than ever constantly flying on SAR and LE missions, stepping up its deployment role throughout the Caribbean, and supporting a variety of forward deployed aircraft. This high optempo is paying off so far this fiscal year with AirSta assets having several noteworthy cases. A Borinquen aircrew hoisted a pump to a sailboat taking on water resulting in two lives assisted and \$500,000 in property saved. Additionally, Borinquen aircrews interdicted 8 migrants and spotted a go-fast in the Windward Pass that was interdicted by CGC TAHOMA carrying 450 lbs of marijuana with a street value of over \$400,000. Lately, crews working out of Airsta Borinquen have also experienced our dynamic AOR when an HC-144 from ATC Mobile spotted a sailboat that was subsequently interdicted by CGCs DAUNTLESS and FARRALLON carrying 680 lbs of marijuana and 13 lbs of hashish with a street value of over \$544,000.

Mail Call!

This issue's mail is brought to you by Grover Loening's OA-1A 'San Francisco,' in U.S. Army motif, at the Udvar-Hazy National Air and Space Museum



“Sully” Flies “Young Eagles”

I had a fun day yesterday (12 July 2010). Offered our aircraft for "Sully" Sullenberger to fly three "Young Eagles" on an introductory flight. He and his Copilot, Jeff Skiles (of the "miracle on the Hudson" incident with USAir) are now co-chairmen of the EAA (Experimental Aircraft Association ... as in Airventure, the big airshow in Oshkosh, Wisconsin every July) Young Eagles program. The goal of this program is to introduce youngsters to aviation in a positive way by providing free aircraft flights. These are totally voluntary events. Both my brother, John & I have been flying Young Eagles for several years.

Anyway, "Sully" had not flown a "Young Eagles" flight, but had flown an aircraft of the same model I have. We flew a short flight together to get him acquainted with the aircraft and current (requiring three takeoff and landing events within 90 days) then he took off with the three kids. I have to admit it was weird to be in the back seat (for his comfort, and mine, in the event something unusual occurred) of my airplane. I don't think I'd ever been there in flight.

Ptero Jerry Sickafoose, Aviator 1354



10 Pterogram—Spring 2011

C.G. Air (AKA “Cosmic Airlines”) 2011 Reunion

CG Air Reunion (AKA "Cosmic Airlines") will hold their annual reunion on 17 - 19 April 2011. The event will be held at the Orleans Resort and Casino, Las Vegas NV. The cost of the banquet is \$45.00/PP and includes the three days at our hospitality suite, open bar & snacks. A block of rooms are available at \$49.80/night which includes tax & resort fee. For room reservation contact the Resort at 1-800-675-3267 & mention Group Code US Coast Guard Air Reunion 2011. For further information and sign-up sheet contact Roger Schmidt rognina@sbcglobal.net, or (925)443-1449.

Ptero Roger Schmidt, P-2729

AirSta Chicago Reunion Planned

A reunion for CGAS Chicago is being formulated. It would be held in Branson, Missouri. Branson is a town that truly appreciates their veterans. There are nearly 110 live shows daily with a number of other attractions to visit as well. The reunion would be from Wednesday through Saturday, 28 September through 1 October.

We would like to have a clear, concise picture of the reunion by late February to allow everyone time to work their schedules for the fall. Please contact Bruce Huntsman (CGAS Chicago, AD2, 1974-1976) at huntspat@centurytel.net or (417) 739-9625, home or (417) 230-7572, cell. As more information becomes available I will forward it to each individual. If you have names, addresses, etc. of any enlisted that were at Chicago, please pass this along.

Bruce Huntsman

C.G. Veterans Window Stickers & Vehicle Plaques Available

The VetSignia group, a group of retired Veterans, makes 36 special metalized film window stickers and magnetic vehicle plaques that provide a neat, attractive way for all U.S. Veterans to show their service. They are called VetSignias and feature black print on bright silver metallic with a stars and stripes background. The VetSignia stickers and

plaques honor Veterans from WWII to today's War on Terror."

Veterans of WWII, Korea, Vietnam, Persian Gulf can display the war served and their branch of service. VetSignias for those who served in overseas expeditionary campaigns such as Panama, Bosnia, Somalia, etc., can show branch of service and expeditionary. There are three VetSignias for Veterans of the War on Terror. Non-conflict Veterans can get VetSignias that show Vet and their branch of service.



VetSignias show combinations like; VET/KOREA/U.S. AIR FORCE, VET/VIETNAM/U.S. ARMY, VET/IRAQ/EXPEDITIONARY, or VET/U.S.NAVY. Everyone who sees one of the bright silver VetSignias will immediately know the bearer did something good for our country.

All VetSignias can be viewed on the internet at www.vetsignia.org. The metalized film window stickers (2"X4") are 3/\$12, magnetic vehicle plaques (2.5"X5.75") are 2/\$12 (S&H Incl.). Requests for VetSignias should be sent to: Bob Kline, Box 382, Blue Bell PA 19422 (610) 277-1171. Include your branch of service; war served, expeditionary, or non-conflict. For additional info, bobk.wv2usmc@vetsignia.org.

“Pterogram” Sighting

Ptero Hank Schaeffer, Aviator 1637, in Cologne, Germany holding up an electronic copy of the ‘Gram! We electronic users demand equal time!

Ptero Prez Mont Smith, Aviator 1520



AirSta Clearwater HU-16 Restoration Project Distinguished Visitors



June (Hanna) Thayer (L), along with husband Bill Thayer, and Anne (Hanna) Keller observe the memorial plaque dedicated in 2007 to their brother and father, LT Clifford E. Hanna, Aviator 1061, and the other crewmembers of HU-16E CGNR 1240 that crashed on 5 March 1967.

The picture (at left) contains me, the daughter, my aunt, my dad's sister, and his best friend; that best friend is also my uncle and my aunt's husband. They have been married for over 50 years. "CE," as my dad was affectionately referred as, introduced them. I returned to Florida on account of my adventures with my father, the climate, and to study the marine life that my father had instilled in me; he was my best friend, my dad. I was just about to turn eight years old when he died. He was my world. We did alot together when he was home. I believe I missed him the most of all. My sister (Tammy) was a baby at the time, she is 5 1/2 years younger than I am and was 2 1/2 years old when he was killed. I would love to know where to get my hands on a model U-16 plane to build, if you have any ideas. Sincerely, Anne Keller



Anne, Bill, and June in front of USAF HU-16E 0-17176 being restored at AirSta Clearwater.

[The HU-16 restoration project dedication ceremony will be on 6 May at AirSta Clearwater. Current Ancient Albatross Ptero RADM Gary Blore, Aviator 1850, will be attending along with other distinguished guests. Contact AMTCM John J. Milbrandt at John.J.Milbrandt@uscg.mil for further info. See page 14 for related story...Ed]

2011-2012 College Scholarships Available from Association of Naval Aviation

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

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

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

The program intends to award at least one scholarship each year; more may be awarded as funding allows. Scholarships may be renewable annually to a maximum of four years or degree attainment, whichever comes first. Renewal will depend on student academic achievement and the availability of funds. Applications for renewal will normally be considered before initial applications.

The value of the scholarship may change year-to-year; the amount of each annual scholarship and each renewal will be based on availability of funds.

INITIAL APPLICATION REQUIREMENTS

- Applicants must fit the eligibility criteria as described above, by being a son or daughter of a Naval Aviator or Aircrewman in the Navy, Marine Corps or Coast Guard who died while on active duty serving in the United States Navy, United States Marine Corps or United States Coast Guard.
- Applicants must be a citizen of the United States of America.
- Applicants must:
 - o have graduated from high school (a 3.2 GPA is desired); and,
 - o be accepted by an accredited college/university and enrolled in a course of study of no less than 12 semester-hours
- Additionally, if the applicant is already a college student, that person must:
 - o be maintaining a course load of no less than 12 semester-hours in their college work (a 3.2 cum GPA is desired).
- Other specific application criteria, dates and procedures are included in the scholarship application 'package' which is upon request to the ANA secretary at:
 1446 Waggaman Circle
 Mclean, VA 22101
 or by email to flynavy@cox.net.
- Application submission deadline is 15 April 2011 [Your CGAA contributes \$1K annually to this very worthy cause...Ed]

HH-3F “Bed and Breakfast” by Ptero Jim Loomis, Aviator 1179



ANYONE SAY “APU PARTY?” WINVIAN BOASTS THIS TASTEFULLY DECORATED HH-3F “COTTAGE” AT ITS LUXURY RESORT IN MORRIS, CT. I BELIEVE ITS ENTIRELY POSSIBLE THAT I MIGHT WELL HAVE SLEPT IN THIS BEAUTY A TIME OR TWO, AT A GREATLY REDUCED RATE FROM THE CURRENT \$1,500 PER NIGHT. UNFORTUNATELY, THE HEDONISTIC AMENITIES ON DISPLAY HERE WERE “MIA.”

[The ultimate CG honeymoon destination? Search 'helicopter bed and breakfast Connecticut' for further info...Ed]



Incredible Coast Guard Nightmare



A dude with way too much/many time/Euros on his hands!

French artist Julien Berthier has designed a fully functional boat to look as if it is sinking. The designer and artist designed and built this floating installation in 2007. He named his creation “Love Love.” The 6.5m (21ft) yacht was cut in half with a new keel and motor added so it remains in the sinking



position while being fully functional. He describes it as “the permanent and mobile image of a wrecked ship that has become a functional and safe leisure object.” He has taken the ‘boat’ across the English Channel to London and has toured it around Europe, getting plenty of offers of assistance from unwitting Good Samaritans, who would presumably be very annoyed or rather bemused by the contraption.



Centennial of Naval Aviation Takes Off; Now Cruising Through 2011

by Ptero Ray Copin, Aviator 744

Year-long celebrations of one hundred years of naval aviation took off in great style at San Diego — where it all began in 1911 — when throttles were slammed forward on 11 February 2011 for a memorable weekend of activities. The first event was a unique “Flight Suit Formal” at CGAS San Diego on Friday for performers at the next day’s parade of aircraft.

Formal it (really) wasn’t, but flight suits of several services were aplenty, most of which clothed CG aviators and aircrew. A really big U.S. flag and other decorations adorned the hangar, and outside the open hangar doors on static display were some of the CG air machines of today. An ATC C-144A, an HU-25 from Corpus, an HH-65C from Los Angeles and a San Diego HH-60. The tail of a Sacramento C-130 could be seen across the bay at NAS North Island.

Lots of mixing and stories preceded live music. The party was hosted by CAPT Tom Farris, CGAS and Sector San Diego C.O., Av 2581, ably assisted by one of his officers, Ptero Kendall Garran,

LCDR/Av 3396.

The Saturday parade of aircraft was quite something! More than two hours saw airframe after airframe pass in review, some ancient/recent/new, some fast/slower, some traditional, some unique. A Harrier, Ospreys, fighters, bombers, transports, helos, you name it. One highlight was an MC C-130 refueling two helicopters (or at least they were connected). Our C-130 and C-144 paraded, too, and SAR demos were performed by the San Diego H-60 and the Los Angeles H-65. With crowds lining the shores and cheering from boats in CAVU conditions, the parade was quite extraordinary.

The big deal for the Centennial kick-off for several hundred lucky ones was the Saturday evening black tie dinner and program Gala on the USS MIDWAY hangar deck. Former San Diego Charger quarterback Dan Fouts was quick on his feet and speech as he called the signals as Master of Ceremonies. The USMC Commandant and the Chief of Naval Operations both spoke as did

others who recounted the history and significance of the celebrations. Our Chief of Staff, Vice Admiral John Currier, Ptero/Av 1877, was recognized and visible along with an active CG Rescue Swimmer. These few words cannot do justice to the program which included historic videos, a great meal, live professional music, a handshake between the newest naval aviator winged (#30,874) and the oldest living naval aviator, USMC B/Gen F.R. Payne (99.5 years young).

The CGAA sponsored a table at this fine event which assured that the CGAA was present and accounted for among the many, many naval aviation organizations and individuals present.

It’s worth noting that the CGAA plans to be present in strength at Pensacola in November of this year to mark the finale of Naval Aviation’s Centennial with another Gala as part of our 2011 Roost at Mobile.

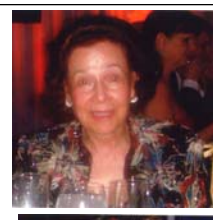
A final thought...are we or is anyone thinking about the Centennial of Coast Guard Aviation in 2016? It’s not too early to start the planning.



Pteros at the Flight Suit Bash...Ron Huddleston, Av 1194, Terry Sinclair, Av 1453 & Ray Copin, Av 744



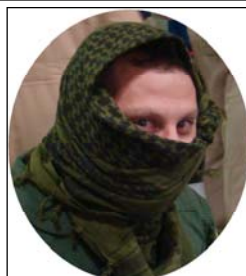
CGAA MIDWAY table: upper row MCPO Kevin & Mrs. Isherwood, SCPO Peter and Mrs. MacDougall, Mrs. Ray Copin; lower row Amy Strebe, Ptero CWO Gary Strebe, Ptero and Mrs. Jack Sutherlin, Ptero Ray Copin



At the Flight Suit Formal, Enl Ancient Al Peter MacDougall with an ancient restorer of ye ole ‘Jenny’



Off duty (!) aircrew at the Flight Suit Bash...when one was asked for the meaning of the masks, he replied “It’s a party, right?”



Corpus’ AMT Ryan Cabrera’s terrorist disguise, while unique, failed to spark much interest by the crowd at the CGAS Flight Suit Formal





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

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AN Kurt D. Dalton		AET3 Blair L. Petterson	Astoria
AST3 Joseph W. Florio	San Diego	AET3 Gregory P. Uskoski	North Bend



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>
4302 Jonna L. Clouse	Traverse City	4303 Christopher S. Pullian	Astoria
4304 Matthew J. Keiper	Clearwater	4305 Sam A. Hill	North Bend
4306 Zephyr R. Mays	Cape Cod	4307 Erin M. Gill	Houston
4308 Richard A. Bicsak	Miami	4309 Charles M. Arena	New Orleans
4310 Matthew B. Stuber	Los Angeles	4311 James F. White	Clearwater
4312 Mark Sajovic	San Francisco	4313 Zachary D. Huff	Elizabeth City
4314 Christopher D. Cappola	Miami		



Air Station Clearwater HU-16E Restoration Project Report



Air Force HU-16E O-17176 fuselage primer coat was applied on 12-13 February. On May 6th, AirSta Clearwater will be celebrating the 60th Anniversary of the first HU-16 (#1240) delivered to the Coast Guard and the Naval Aviation Centennial. POC for those wishing to attend is MCPO John Milbrandt (John.J.Milbrandt@uscg.mil) or LT Hyles (Jesse.E.Hyles@uscg.mil)



Loss of a Shipmate

On 16 February, one of our shipmates, AMT3 Thomas Petherbridge from AirSta Atlantic City, lost his life in a motorcycle accident in Egg Harbor Township, NJ. He was riding with a fellow petty officer on "a country type road" that consisted of straight and curvy roads. He was wearing a leather jacket, gloves, long pants, boots and a motorcycle helmet and had a motorcycle safety course completion card in wallet. The PD does not suspect alcohol or other drugs or medications. The Officer stated that the member failed to negotiate a curve and ran off the road. AMT3 Petherbridge is survived by his wife Christian, his 11 month old son Thomas, his mother Sherri from California and his father, CDR (ret aviator (H-52)) Rich Petherbridge who now works as a civilian at USCG HQ (CG-9211). A memorial service at AirSta Atlantic City is planned in the near future.



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 \$ 250 (includes a Ptero Pin)
- Annual Membership \$ 20 (*Active Duty \$15*)
- Ptero Ball Cap \$ 20 (includes postage)
- Book: *So Others May Live* (Paperback only, \$14) (includes postage)
- Ptero Bumper Stickers \$ 3 each, 2 for \$5
- Current Ptero Patch, 4 inch \$ 8
- CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
- Old Ptero Patch \$7

Total Enclosed:

\$

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

Feb 2011 Please make copies of this form and pass it on.

Please check all below that apply:

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

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

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

.....
 Other: _____

Please send me how-to-help info!

MAIL TO:

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

Kent State University Presents Posthumous Award to Fallen Coast Guard Aviator



CLEVELAND -- Allan Kaupinen (L), a former Kent State University athlete, CDR Michael Platt, aviator 3311, commanding officer of Air Station Detroit, and Ptero retired LCDR Jim Loomis, aviator 1179, accept a posthumous Distinguished Alumnus Award given to LT Jack Rittichier, aviator 997, from Joel Nielsen, director of athletics at Kent State University, Feb. 5, 2011. Rittichier, captain of the Kent State football team in 1955, was killed on June 9, 1968 while flying a helicopter rescue mission in Vietnam and is the namesake of Kent State University's football MVP award. (U.S. Coast Guard photo by Petty Officer 3rd Class George Degener.)

HH-65C Models for Sale

You can purchase a Die-Cast Dauphin HH-65C 1:48 Scale model for only \$15.60 at www.americaneurocopter.com. Once you log into the website, click on 'Company Store' at the top of the home page before you can select the HH-65 model for purchase.



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Association of Naval Aviation College
 Scholarships Available pg. 11

**Loening OA-1A
 San Francisco**

The U.S. Army Air Corps flew five Loening OA-1As through Mexico and Central and South America during its Pan-American Goodwill Flight of 1926 and 1927. The flight sought to improve relations with Latin America, pioneered the expansion of commercial aviation into those areas, and provided valuable operational training for the Air Corps. The 35,200-kilometer (22,000-mile) flight began on December 21, 1926, at San Antonio, Texas, and ended 133 days later at Bolling Field in Washington, D.C.

The OA-1A was ideal for the flight. It is an amphibian and can operate from land or water. Its unique inverted Liberty V-12 engine places the propeller high above the hull and away from the water. The Army named each OA-1A after a major U.S. city. The *San Francisco*, flown by Capt. Eaker and 1st Lt. Muir S. Fairchild, is the sole surviving OA-1A.

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AirSta Borinquen pg. 9



Seeing is Believing! Pg. 12



Centennial of Naval Aviation
 Kicks off pg 13

THAT'S NOT ALL !!

