




PTEROGRAM

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

Sitrep 2-07 Summer 2007 CGAA is a non profit association of active & retired USCG aviation personnel & associates

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This Sitrep has more features than you can shake a droop stop at. Roost registration details. By Laws balloting. Great stories and reports. Kudos. Here and there you'll find breaking news. Our all volunteer outfit sure is hopping. We do a lot for the active duty forces and to preserve and display Coast Guard aviation history. We can and hope to do a lot more in both those areas with more members bringing their time and talent and, yes, treasure. Dues are pretty modest, but it does take money to fund awards, exhibits, Pterograms and various other worthwhile programs. So, members, go get a member. Point prospects to www.AOPtero.org where our membership application awaits along with our history, objectives, activities, links and more.

RJC 

Here's a glance at a very special and happy moment in history for us and for one of our families. With the Commandant of the Coast Guard and the President of the United States looking on, Ptero Mark Butt, Captain, USCG, Aviator 2397, Humboldt Bay Group and Arcata Air Station commanding officer, hands his daughter, Ensign Evelyn Butt, USCG her diploma at recent graduation ceremonies at the Coast Guard Academy. The new officer will be reporting to CGC Cypress, Mobile, Alabama. We salute her and wish her smooth sailing as we congratulate Captain Mark and Francine Butt.



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 2007, FINE, BUT BETTER PAY AGAIN SOON TO STAY IN GOOD STANDING
Check out [page 19](#) for the renewal application. Thanks for being part of a great mission !

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

Reproduction of Pterogram for further distribution is authorized and encouraged.

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A Message from 1520 (CGAA/AOP President):

Pteros, as will be very evident from the substance of the various reports in this Sitrep, your volunteer leaders and others have been PDB (pretty darn busy). Space is limited so I'll just touch on a few items here.

Since Sitrep 1-07 hit the street, I've been proud to represent you and our worthy organization at the Dr. Samuel P. Martin Legion of Merit Ceremony [pages 12-14], a Helicopter Expo [page 15] and the HU-16E 1240 Memorial Ceremony [page 19]. I plan soon to touch base with the Academy Superintendent's staff regarding our support of the Cadet Aviation Club and the artwork for the library where Cadets, OCS and Leadership School students including Direct Commission Aviators can get a sense of their heritage.

Congratulations to Ptero Detachments standing up at Clearwater, ECity, Traverse City, Cape Cod and Astoria. We now have a guidebook courtesy of Ptero Art Wagner to help those projects.

The 2007 National Roost will be worthy of the title. Don't miss it!

On a final note, your Executive Board and I are all about recruiting new members so we can expand and enhance our activities. We want to sign up active duty aviation personnel including the youngest "new bloods" — graduates of flight school and A schools, DCA's, Flight Surgeons, Aerial Observers, Air Auxiliaries, those who are no longer on active duty and want to reconnect with buddies and the service, and any and all who support our objectives. Every member can help pass the word to people who love want to support CG aviation that we need them to join us.

Semper Paratus!

Mont Smith, 1520



2007 National Roost OP PLAN Falls Church, Virginia

DATES: Thursday, 27 September — Sunday, 30 September 2007

HEADQUARTERS (as earlier announced in the spring 'Gram):

The Fairview Park Marriott Hotel, 3111 Fairview Park Drive, Falls Church, Virginia 22042. Phone Marriott Reservations toll free at (800) 228-9290 or Fairview Park reservations direct at (703) 849-9400...or (best) go on line to (<http://cwp.marriott.com/wasfp/ancientorderofthepteros/>).

Our group is booked under "Ancient Order Reunion" for a nightly rate of \$109 plus tax. If you phone, you can also cite "rate code PTE." There is no charge for vehicle parking during your stay. Check out the Hotel facility on line at www.marriott.com/wasfp.

ROOST REGISTRATION and HOSPITALITY: A large hospitality area right off the Marriott lobby will be manned starting at Noon on Thursday, 9/27. That's where registrants check in for the roost, pick up tickets, view exhibits, commence lies, etc, in other words, do your personal roost preflight.

*The following pages provide event descriptions, times, prices,
and the registration form.*

Don't delay. Get your form in PDQ (pretty darn quick)!



Roost Plan (cont'd)

EVENTS AND ACTIVITIES, Thursday, 27 September

Noon - Midnight

Registration/Hospitality as on previous page.

7:30 pm - 11:00 pm

Washington Illumination Tour. (A)

Take an evening motor coach tour of Washington with an on board guide pointing out illuminated government buildings, statues and monuments. Drive past the Capitol, White House, Library of Congress and others. Join a walking tour of the Lincoln Memorial, Jefferson Memorial, Vietnam Memorial and World War II Memorial. Roundtrip transport from the Marriott HQ and guided tour included. **\$30 per person.**

EVENTS AND ACTIVITIES, Friday, 28 September

7:00 am - 12:30 pm

Professional Discourse. (B)

For the first time in roost annals, Pteros will be able to spend a few hours in a completely different professional format bringing together various movers and shakers in government and industrial positions to share stimulating information on a range of interesting topics.

Guest speakers, panel discussions and forums will go down at the Marriott HQ, providing an opportunity for roost registrants to engage with active duty aviation personnel from CG Headquarters and Lantarea units, industry and other government agency representatives. Consultation will embrace a broad spectrum of military and civil aviation.

Various operational, safety, homeland security, aeroengineering, and R&D areas will be explored with presentations and discussion on such topics as *Future Directions*, *Next Generation Air Transportation*, *Airplane and Rotary Wing Research and Development*, and *Pterodactyl Active Duty Support*.

The morning will begin with a continental breakfast and end with lunch. A keynote by the Vice Commandant is anticipated.

A program of specific times and presenters will be available in registration packets. Continental breakfast, break coffee and lunch included. **Cost \$25.**

12:30 - 5:30 pm

The National Air and Space Museum Udvar Hazy Center. (C)

Spend the afternoon at the newest Smithsonian aviation museum. See the finest of aircraft including Space Shuttle Enterprise and Enola Gay. Upon arrival, a docent will give us an insider look at this vast museum. After the guided tour, there will be time for independent viewing. Roundtrip transport from the Marriott HQ and guided tour included. **\$27 per person.**

7 pm - 10 pm

Social Cocktail Gathering. (D)

Casual dress, cash bar and hot and cold hors d'oeuvres at the Marriott HQ. **\$20 per person.**

EVENTS AND ACTIVITIES, Saturday, 29 September

7:30 am - 4:00 pm

Golf Tournament. (E)

8:30 shotgun start after coffee & donuts. Carts, beverage cart, buffet (salad bar, etc.) at 19th hole. Awards for closest to pin (2 holes), longest drive (2 holes, 1 for more than 60 year old duffers), best individual score. Penderbrook Golf Course at 3700 Golf Trail Lane, Fairfax, phone 703-385-3700, www.penderbrookgolf.com, 20 minute drive from the Marriott HQ. Everything non alcoholic included. Transportation to and from by individual arrangement (car pooling sign up will available at roost registration). **\$75 per person.**



Roost Plan (cont'd)

EVENTS AND ACTIVITIES, Saturday, 29 September (continued)

8:00 am - 2:00 pm

Mount Vernon. (F) Spend a morning at the beautiful, historic home of our country's first president, George Washington. Our private tour guide will walk us through the grounds and out-buildings of the estate before we enter the mansion. We will have time to visit the new on-site museum and have lunch at The Mount Vernon Inn before returning to the hotel. Roundtrip transport from the Marriott HQ, admission, guided tour and lunch included. **\$63.00 per person.**

8:00 am - 5:00 pm

Washington, D.C. and Arlington Cemetery. (G) See the D.C. sights with a guide and tour Arlington Cemetery. We'll start at the White House visitor's center, walk Lafayette Park, pass by the Capitol, be dropped at the Mall for independent visits to a Smithsonian museum before a two hour coach tour of the cemetery which will include stops at JFK's grave, the Lee Mansion and Tomb of the Unknown with Changing of the Guard. Roundtrip transport from the Marriott HQ and guided tours included. Heightened security may require changes to the D.C. tour plan, and entry into the Capital and other federal buildings cannot be guaranteed. **\$60 per person.**

9:00 am - 4:00 pm

Northern Virginia Winery and Wine Tasting Tour. (H) We will head west into horse country to visit two award winning wineries, sample their wines plus stop in Middleburg to explore exquisite shops and gourmet markets. There will be plenty of choices for a snack or lunch in Middleburg before we head back to the hotel. Roundtrip transport from the Marriott HQ and wine tasting included. **\$60.00 per person.**

6:00 pm - 10:00 pm

Annual Awards Banquet. (I) Dress for dinner and be ready for an evening of blue uniforms, inspiring awards and presentations, and a keynote address by the Commandant of the Coast Guard, Admiral Thad W. Allen, USCG. A cocktail period with cash bar and hors d'oeuvres will precede a dinner with a spinach salad, entrée choices and a cheesecake dessert. Choose from an oven roasted Frenched chicken breast, citrus balsamic glazed salmon, chili rubbed pork tenderloin or vegetarian dinner plate. **\$65 per person.**

EVENTS AND ACTIVITIES, Sunday, 30 September

9:00 am - 11:00 am

Business Meeting. (J) At the roost HQ. Coffee, tea, donuts provided. **\$5 per person.**

12:30 pm - 4:00 pm

Picnic. (K) Hamburgs, dogs, salads, dessert and drinks at the Coast Guard Communications Center (TISCOM) at Alexandria honoring CG Air Station Washington. Bus transport will not be available but ride sharing availabilities and needs will be posted in the hospitality room. **\$15 per person.**

DON'T FORGET TO REGISTER FOR EVENTS (ON TIME!!) — NEXT PAGE

Notes: Roost Optional Tours

- (1) All optional tours require roost reservations in advance.
- (2) The closing date for reservations is August 10, 2007.
- (3) Full payment is required with roost reservations.
- (4) Payment by personal check or money order should be made to AOP Roost and postal mailed to AOP Roost, PO Box 222905, Chantilly, VA 20153-2905 or by major credit card on line at www.AOPtero.org.
- (5) Confirmation notifications will be made two weeks after the reservation closing date.
- (6) Tour documents and tickets will be distributed at the Marriott HQ Ptero hospitality room.
- (7) For a full refund, cancellation must be made in writing to Vacation Strategy, 3813 Ruben Simpson Court, Fairfax, VA 22033 prior to September 1, 2007 after which tour payments are non-refundable.
- (8) Vacation Strategy reserves the right to cancel a tour for lack of minimum interest with full refund to be made within seven days of cancellation notice.





TIME CRITICAL !! - - - - DUE 10 AUGUST!!!

REGISTRATION FALLS CHURCH ROOST SEPT. 27-30, '07

NAMES: <i>Please check here if staying at the HQ hotel</i> <input type="checkbox"/>		
ADDRESS:		
CITY, STATE, ZIP		
PHONES	DAY: () -	NIGHT: () -
EMAIL ADDRESS		Date arriving:

<i>ACTIVITY</i>	<i>Cost per Person</i>	<i>Number of Persons</i>	<i>Total per item</i>
Thursday, evening tour (A)	\$30		
Friday, professional format (B)	\$25		
Friday, museum tour (C)	\$27		
Friday, social reception (D)	\$20		
Saturday, GOLF (E)	\$75		
Saturday, Mt Vernon tour (F)	\$63		
Saturday, DC/Cemetery tour (G)	\$60		
Saturday, winery tour (H)	\$60		
Saturday, Awards Banquet (I)	\$65	<input type="checkbox"/> Chicken <input type="checkbox"/> Salmon <input type="checkbox"/> Pork <input type="checkbox"/> Vegetarian	
Sunday, business meeting (J)	\$5		
Sunday, picnic (K)	\$15		
REGISTRATION FEE (per registration, not per person)	\$15 (\$25 after August 10)	No registration fee for active duty	
GRAND TOTAL		→	\$ _____

Make your check to AOP Pterodactyl Roost and return your completed form and check to:
AOP Roost
 PO Box 222905
 Chantilly, VA 22153-2905
 OR
 go on line to www.AOPtero.org

Contact Anne Stoppe with questions:
 at Astoppe@aol.com or
 at (703) 620 - 5019

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THE PTERO POLLS ARE NOW OPEN AND WILL CLOSE ON 20 JULY 2007



Sitrep 1-07 included an alert to watch for an opportunity to vote on proposed changes to the By Laws of the association. Now, in these pages, that opportunity is presented for consideration by the membership. Events of the past few years, including recent leadership transitions, have brought into focus desired changes in the association's organizational structure and policies. The changes, while significant in some respects, do not alter the underlying make up and objectives of the organization, and they hold to our rich traditions.

Several factors have driven these proposed changes which have been developed with encouragement of recent past leadership and many other advisors. Here are a few of those factors:

- ⇒ A need to spread volunteer leadership workloads and focus on specific areas of emphasis.
- ⇒ A desire to enhance relevancy to active duty CG aviation personnel, aviators, aircrews and support personnel.
- ⇒ A desire to expand and improve association programs and activities while ensuring financial stability and maintaining IRS approved tax exempt status.
- ⇒ A desire for membership growth, specifically among active duty personnel.

The next few pages present the current By Laws and proposed revisions. All **proposed changes are so annotated and in bold print**. Each **regular member in good standing (with dues up to date) is eligible to register one vote**. As indicated on the ballot below, a **simple vote for or against all** of the proposed revisions is needed. Selective voting for individual changes to articles or sections would be far too complicated.

Votes may be cast by postal mail or through the internet on our website.

To vote by mail, simply complete and cut out the ballot or a copy of the ballot and mail it to The Ancient Order of the Pterodactyl, P.O. Box 222905, Chantilly, VA 20153-2905, and mark the envelope "ByLaws." To be counted, postal mailings need to be postmarked no later than 20 July 2007.

To vote electronically, access the AOP website (www.AOPtero.org) and follow instructions no later than 20 July 2007.

A majority of eligible votes received will determine the outcome which will be announced at the 2007 roost. Refer any questions to the Editor who will gladly pass them up the line.



BALLOT— 2007 PROPOSED CHANGES TO BY LAWS

VOTING MEMBER:

Member Number
if known

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------	----------------------	----------------------

NAME

STREET ADDRESS

CITY

STATE ZIP

Check One Box: For

Against

Section 1.

The name of the organization shall be "THE ANCIENT ORDER OF THE PTERODACTYL"
(Short title: PTERODACTYLS, Abbreviation: AOP).

Proposed revision to read:

**The name of the organization shall be "The Coast Guard Aviation Association,"
a not for profit, tax exempt, 501(c)(3) entity. The members, as a group, shall be known as
"The Ancient Order of the Pterodactyl," (Short title: Pterodactyls).**

ARTICLE II

Objectives and Purpose

Section 1. *(Unchanged)*

1. To actively contribute to the enlargement and perpetuation of the history of Coast Guard Aviation and the recognition thereof, both internally and in areas external to the service.
2. To support Coast Guard Aviation and its goals, and to promote interest in such matters in areas external to the service.
3. To maintain informational liaison between present and past members of the Coast Guard Aviation establishment.
4. To promote social contact and camaraderie between all Coast Guard aviation personnel and supporters of Coast Guard Aviation through periodic gatherings, fraternal in nature, both national and regional in scope.

ARTICLE III

Membership

Section 1. *(Unchanged)*

Regular membership shall include all former and present members of the U.S. Coast Guard who have piloted or flown in U.S. Coast Guard aircraft under official flight orders. Regular membership shall also include designated pilots of other military services and foreign governments who have piloted Coast Guard aircraft while involved in exchange programs between the Coast Guard and their respective service or government.

Section 2. *(Unchanged)*

Associate membership shall be extended to persons who, in the opinion of the Executive Board, are supportive of the interests and goals of Coast Guard Aviation.

Section 3. *(Unchanged)*

The qualification for membership for any others not provided for in Sections 1 and 2 of this Article shall be determined by the Executive Board.

Section 4. *(Unchanged)*

Honorary membership may be conferred upon any person by the Executive Board for outstanding acts of friendship and service to the organization or to Coast Guard Aviation. No dues shall be assessed honorary members.

Section 5. *(Unchanged)*

Only regular members with paid up dues are entitled to hold office or vote. Only regular members may propose changes to the By Laws or to other matters affecting the conduct of the organization.

Section 6.

Dues of \$15.00 annually will be assessed each member, regular and associate, on 1 July of each year. If a member's dues are in arrears by 31 December of the year, the member's name will be dropped from the mailing list. Reinstatement may be accomplished through payment of the delinquent dues.

Proposed revision to read:

Annual dues, in the amount approved by the Executive Board, will be assessed each member, regular and associate, on 1 July of each year. If a member's dues are in arrears by 31 December of the year, the member's name will be dropped from the mailing list.

Reinstatement may be accomplished through payment of the delinquent dues.

Section 7.

Life membership will be conferred upon any regular or associate member paying the required Life Membership fee of \$200.00 No subsequent dues will be assessed after payment of this fee.

Proposed revision to read:

Life membership will be conferred upon any regular or associate member paying the required Life Membership fee in the amount approved by the Executive Board. No subsequent dues will be assessed after payment of this fee.



ARTICLE IV

(Proposed revision per the following new Article IV below this one)

Section 1.

The officers of the organization shall be President, Vice-President, Executive Secretary, Treasurer, and five Trustees. These officers shall comprise the Executive Board. The offices of Executive Secretary and Treasurer may be combined during any two year tenure of the Executive Board.

Section 2.

The Executive Board shall have the power to transact general business of the organization, and shall arrange and control its affairs. The Executive Board shall incur no indebtedness in excess of its existing funds.

Section 3.

The President shall exercise supervision over all affairs of the organization, call all meetings of the Executive Board and be presiding officer at all regular or special meetings and national conventions.

Section 4.

The Vice President shall, in the absence of the President, act in his capacity. He shall carry out such duties as may be assigned by the President.

Section 5.

The Executive Secretary shall maintain a current roster of members and issue membership cards. He shall be responsible for publication of the organization newsletter and other information as appropriate. He shall be responsible for communication with members and chapters with respect to general information and materials for inclusion in the newsletter. He shall conduct the administrative functions of the organization as directed by the Executive Board and keep record of all such matters and relating correspondence. He shall perform other duties as may be assigned by the President.

Section 6.

The Treasurer shall maintain the fiscal records of the organization, collect dues, handle banking and investment transactions, and make financial reports as required. He shall publish the financial condition of the organization annually to the full membership. He shall perform other duties as may be assigned by the President.

Section 7.

The Trustees shall assist the above officers in the general affairs of the organization and perform such other duties as may be assigned by the President.

Section 8.

The President shall require that an annual audit be made of the organization's fiscal accounts and records.

Section 9.

The Executive Board is authorized to make periodic monetary donations of available funds from the treasury to the Coast Guard section of the National Museum of Naval Aviation or to any other suitable purpose approved by the Executive Board in the amount deemed feasible by fiscal operating conditions.

ARTICLE IV

The Executive Board of Directors

Section 1.

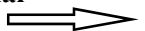
The elected officers of the organization shall be President, Executive Vice President, Executive Secretary, and Treasurer. The term of office shall be two years. The offices of Executive Secretary and Treasurer may be combined during any two year tenure of the Executive Board.

1. The President shall exercise supervision over all affairs of the organization, call all meetings of the Executive Board and be presiding officer at all regular or special meetings and national conventions.

2. The Executive Vice President shall, in the absence of the President, act in his capacity. He shall carry out such duties as may be assigned by the President.

3. The Executive Secretary shall provide for the keeping of minutes of all proceedings of the members and the Board of Directors. He/She shall conduct the administrative functions of the organization as directed by the Executive Board and keep record of all such matters and relating correspondence. He/She shall maintain a current roster of members and issue membership cards. He/She shall ensure the timely publication of Association information as appropriate. He/She shall ensure communication with members and chapters with respect to general information and materials for inclusion in the newsletter. He/she shall perform other duties as may be assigned by the President.

4. The Treasurer shall maintain the fiscal records of the organization, collect dues, handle banking and investment transactions, and make financial reports as required. He/she shall publish the financial



condition of the organization annually to the full membership. He/She shall perform other duties as may be assigned by the President.

Section 2.

The President shall have the authority to appoint additional board members deemed necessary to provide effective pursuit and implementation of the objectives and purposes of the Association.

The appointees will serve at the discretion of the President. Term of office will normally coincide with the terms of the elected officers. The appointed board members may be but are not limited to the following:

1. The Vice President for History shall exercise supervision of historical research and archival procedures. He/she shall be proactive in developing programs and procedures that effectively contribute to the enlargement and perpetuation of the history of Coast Guard Aviation and the recognition thereof, both internally and in areas external to the service.
2. The Vice President for Communications shall be responsible for the formulation and implementation of the organization internal communications, external communications and the distribution of all pertinent information.
3. The Vice President for Museums, Restorations and Artifacts shall maintain and develop relationships with such institutions and facilities capable of preserving and exhibiting aircraft and artifacts that will contribute to the enlargement and perpetuation of the history of Coast Guard aviation. He/she will actively seek out aircraft and material of historical significance. He/she will be proactive in the restoration and display of acquired aircraft and artifacts.
4. The Vice President for Unit Support and Agency Liaison shall be responsible for implementation and supervision of a program of proactive liaison with Coast Guard aviation units. This program will be administered at the air station level by local Pterodactyls as directed by the Vice President. He/she will also seek and promote interaction with other agencies whose objective are to inform the citizens of the United States as to the operation and conditions of the maritime forces. He/she shall maintain liaison with each established regional chapters to facilitate these objectives.
5. The Vice President for Sponsors, Donors and Benefactors shall formulate and sustain individual and corporate contributions and support for worthwhile projects and programs that further the objectives and purposes of the organization.
6. The Vice President for Annual Conventions shall be responsible for and supervise the site selection, agenda, planning activities, lodging and food selection. He/she will maintain liaison with the sponsoring aviation unit or other agency to ensure adequate staffing and administration is available from the sponsoring agency. Liaison with Coast Guard Headquarters and other appropriate Coast Guard entities will also be initiated and maintained.
7. The Member-at-Large, a person well versed in current Coast Guard aviation activities, shall carry out such duties as assigned by the President.
8. The Association Newsletter Editor shall be responsible for the editing and publication of the association's periodic newsletter. He/she shall also seek extensive use of other publications to promote the Coast Guard and the Association.
9. The Association Historian shall be responsible for the obtaining and recording of historical data applicable to Coast Guard aviation and that which affects it. He/she shall maintain an active liaison and working relationship with Coast Guard Headquarters and Area Historians, and with the Vice President for History. The Association Historian is responsible for maintaining a historical record of the association.
10. The Ancient Albatross of the U.S. Coast Guard, a Coast Guard aviator, shall be an ex-officio member providing counsel and guidance to the Board. As an ex-officio member, he/she is non-voting member of the Board.
11. The Enlisted Ancient Albatross of the US Coast Guard, an air-crew member, shall be an ex-officio member providing counsel and guidance to the board. As an ex-officio member, he/she is a non-voting member of the Board.

Section 3.

The Executive Board shall have the power to transact general business of the organization and shall arrange and control its affairs. The Executive Board shall incur no indebtedness in excess of existing funds in the treasury.

Section 4.



Section 5.

The Executive Board is authorized to make periodic monetary donations of available funds from the treasury to the Coast Guard section of the National Museum of Naval Aviation or to any other suitable purpose approved by the Executive Board in the amount deemed feasible by fiscal operating conditions.

ARTICLE V

(Proposed revision per the following new Article V below this one)

Section 1.

The organization may have a Board of Advisors, consisting of up to five members appointed by the President, to serve for the same term as the Executive Board. In addition to appointed Advisors, the Principal Officer of each regional chapter shall automatically become a member of the Board of Advisors.

Section 2.

The function of the Board of Advisors is to advise the Executive Board in matters of policy, and to provide aid and assistance in the pursuance of the organization's detailed affairs. The President may assign an Advisor to serve in the capacity of Scribe to assist in the dissemination of organizational news.

ARTICLE V

Section 1.

The organization may have a Senior Policy Advisory Committee, appointed by the President, to serve for the same term as the Executive Board. The function of the Senior Advisory Committee is to advise the Executive Board in matters of policy and to provide aid and assistance in the pursuance of the Association's objectives and purposes.

ARTICLE VI

Section 1.

Upon application to the President and subject to the approval of the Executive Board, there shall be authorized the formation of affiliated chapters of the organization. Approved chapters shall be known by the city or general area of the membership. Example: San Francisco Chapter; Southern Florida Chapter.

Proposed revision to read:

Upon application to the President and subject to the approval of the Executive Board, there shall be authorized the formation of affiliated chapters of the organization. Approved chapters shall be local in nature and operated under guidelines promulgated by the Executive Board.

Section 2. *(Unchanged)*

The loyalty and support of the chapter members must remain primarily with the parent organization. Any dues or assessment required by affiliated chapters shall be in addition to those of the parent organization.

ARTICLE VII *(Unchanged)*

Section 1.

The organization shall hold an annual convention which may be in the form of a regular or special meeting. The place and time of the convention shall be prescribed by the Executive Board in accordance with the requirements specified in the ensuing sections of this Article.

Section 2.

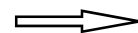
The selection of convention sites will, as far as practical, be rotated annually to different continental geographical locations so as to provide maximum opportunity for members in all localities to attend. This rotation is desired in, but is not bound to, the following geographical order: West, South, East, Central. Locations outside of continental United States in corresponding geographical areas may also be considered.

Section 3.

Members at specific sites in pending geographical areas of selection who wish to host the convention should normally present a proposal at the business meeting of the prior convention for approval at that time. This proposal may be presented by a member of the requesting host unit or may be submitted in writing to the Executive Board for presentation at the meeting. Submission of proposals may be made by non-members representing responsible authority of Coast Guard units.

Section 4.

Proposals for hosting future conventions at specific sites are not limited to the ensuing convention, but may be made for subsequent future conventions in the appropriate areas of rotation.



Section 5.

Selection of future convention locations will be made by majority approval of the attendees at the annual business meeting. In the event that no majority approval can be reached at that meeting, the Executive Board will select the location of the convention for the subsequent year only. Proposals beyond the subsequent convention will be considered at the next annual business meeting.

ARTICLE VIII

(Proposed revision per the following new Article VIII below this one)

Section 1.

The Executive Board shall propose a slate of nominees for office 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.

Section 2.

If the office of President should be vacated at any time during the elected tenure of office, the Vice-President will assume the office of President. Vacancies in any of the other offices with less than one year of tenure remaining will be filled at the ensuing election, as stipulated in Section 1 of this Article. If more than one year of tenure remains at the time of vacancy, a special election to fill the office shall be held at the time of assessment of annual dues.

ARTICLE VIII

Section 1.

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.

Section 2.

If the office of President should be vacated at any time during the elected tenure of office, the Executive Vice President will assume the office of President. Vacancies in any of the other offices with less than one year of tenure remaining will be filled at the ensuing election, as stipulated in Section 1 of this Article. If more than one year of tenure remains at the time of vacancy, a special election to fill the office shall be held at the time of assessment of annual dues.

ARTICLE IX

The By-laws may be amended by a majority of members in session at a National Convention; however, a motion to submit an amendment for approval by the total membership may be tendered and voted upon at that time.

Proposed revision to read:

The By Laws may be amended by a majority of regular members in session at a National Convention. However, a motion to submit an amendment for approval by the total membership may be tendered by addressing it to the Executive Board. Upon approval by the Board the proposed amendment will be transmitted to the membership in written form. The ballot shall be returned by a date certain approved by the Executive Board. The amendment will require approval of a majority of those regular members responding.

ARTICLE X *(Unchanged)*

Upon the eventual dissolution of the organization by reason of having less than ten members remaining, or for any other reason, the assets of the organization, property, records and monies shall be donated to the Coast Guard Section of the National Museum of Naval Aviation, Pensacola, Florida or to other museums as deemed appropriate by the remaining members.



AN ANATOMY OF RECOGNITION DELAYED and a Proud Day for a family, for the USCG, for CG Air & for The Ancient Order

[The remarkable 1946 rescue of airliner crash survivors in Newfoundland is described in considerable detail on our aviation history website (<http://uscgaviationhistory.aoptero.org>). Sitrep 2-05 included a condensation of the story prepared by Ptero Art Ladley (aviator 724). Earlier, Ptero Bob O'Leary, who was on scene in '46, chronicled his experience and observations in the April, 1996 CG Academy Alumni Association Bulletin. The summary here by your editor with assistance from other Pteros is intended primarily to inform the membership about (1) the impressive award ceremony at CGAS Clearwater, (2) the historic significance of this rescue with regard to rotary wing development, and (3) the admirable volunteerism by your history committee without whose efforts much of this great story would remain unrecognized...Ed]

The first major airliner accident in the world. The first helicopter rescue publicized world-wide. A posthumous award sixty years afterward. These are just a few elements of a remarkable story of skills, perseverance, resourcefulness, Coast Guard expertise, interagency cooperation, volunteer diligence and, as well, a history course change. This great tale, spanning six decades, began on September 18, 1946. On that date, a Belgian Sabena Air Lines DC-4 aircraft crashed in the wilderness of Newfoundland en route New York from Europe with 54 persons on board. Miraculously some survived. A poignant closure for family members of one rescuer finally took place in March, 2007 at CG Air Station Clearwater. Here follow a few details to help describe "the rest of the story."

During a radio beacon approach (by no means a precision approach) to Gander Airport in very low visibility, the DC-4 slammed into a tree-topped hill 24 miles from the airport. Tragically, all but 17 passengers and one crewmember, a Stewardess, died in the crash or shortly thereafter. The crash site was not located until the next day, and the injuries sustained by the survivors were severe, in many cases horrific. Somehow, all 18 survivors were eventually saved.



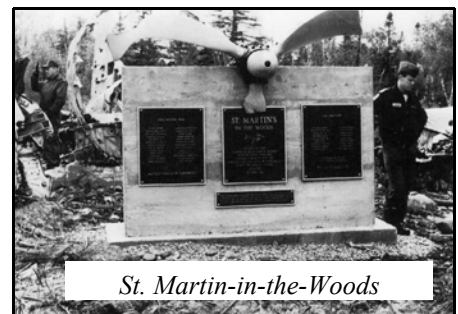
CGAS Clearwater arranged for this vintage DC-4 to be parked as a backdrop during the ceremony.

Once the crash site was located and survivors seen from the air, actions were set in motion worthy of descriptors as amazing and spectacular. CG PBY's

from the CG Air Detachment at Argentia, Newfoundland dropped supplies and landed rescue personnel on a lake as close to the crash as possible, still several miles away over difficult terrain. Initial ground teams included a U.S. Army medical doctor, Captain Samuel Martin. He and a handful of others in rubber survival rafts traversed rapids from the lake toward the crash. The rafts capsized with the loss of medical supplies, and the occupants then had to trek several miles through forbidding muskeg and trees only to find incredible human needs.

Dr. Martin immediately discerned the impossibility of an overland rescue and insisted on helicopters. But there were none at Gander or Argentia. There was one at Brooklyn, New York and one at Elizabeth City, North Carolina, both at Coast Guard air facilities. These machines were hastily disassembled and flown with pilots and mechanics in U.S. Air Force C-54 aircraft to Gander. Working straight without breaks or meals, CG mechanics reassembled the helicopters, ultimately permitting CG aviators to move the survivors from the crash site to the lake where waiting Coast Guard PBY's flew them to medical facilities at Gander. In three and a half days, all eighteen survivors, some with severe burns, broken bones and many other serious wounds, were in hospital care. Throughout this ordeal, in addition to extensive Coast Guard coordination, the governments of Belgium, Canada and the United States were in communication, and the media of the time reported progress.

Aftermaths of this extraordinary undertaking included victim burials at the crash site, an aerial memorial service overhead, and construction of a memorial monument at the location. The monument includes plaques listing those who died and those who survived and is titled St. Martin-in-the-Woods to honor Dr. Martin whose skill, dedication and persistence made possible the ultimate survival of the fortunate eighteen people. Many major participants in this rescue were recognized with awards by Belgium and the Coast Guard, and it was clear to the world that helicopters made the rescues possible.



Fast forwarding nearly sixty years following these events, volunteer members of our history committee, while working with the office of the Coast Guard Historian to preserve elements of CG aviation history, examined records of this rescue operation. Two very significant findings surfaced.

First, various official records revealed that this employment of rotary wing aircraft served to give renewed and sustaining life to helicopter development at a time when further development was less than in doubt. All but two CG helicopters were already crated for delivery to storage in favor of concentration on seaplanes. Only a Sikorsky HOS at Brooklyn and a Sikorsky HNS trainer at Elizabeth City had not yet been boxed. Many believe the remarkable achievements of rotary wing craft in the years since the Sabena crash might well have not occurred or, at least, would have been substantially delayed were it not for the vision, skill and dedication of the CG personnel involved in this rescue and their success.

Second, volunteer researchers, Pteros Bob Workman (aviator 914), Art Wagner (aviator 769) and Gib Brown (aviator 795) noticed that Captain Martin, who had recently passed away at age 80, had not been recognized officially by any element of the U.S. government for his substantial role in this case. They were determined to rectify this oversight. They diligently documented the actions of Captain Martin and forwarded to the Commandant of the Coast Guard a recommendation for a posthumous Legion of Merit for Captain Martin. These efforts were rewarded when, on March 26, 2007, in ceremonies at CGAS Clearwater, Florida, Ptero David Kunkel, Rear Admiral, Commander, Seventh CG District, on behalf of the Commandant, presented the three children of Captain Samuel Martin with the Legion of Merit for their father.

Our aviation committee, inspired by and stood up in 2003 by its chairman and aviation history webmaster Ptero Gib Brown (aviator 795), includes the following Pteros: Bob Workman, Art Wagner, Bob Johanson (aviator 869), Chuck Hahn (aviator 751), Bear Moseley (aviator 743) and Mrs. Cathy Entman. Others assist the members with research and editing on an AdHoc basis. There's plenty to do. If you would like to help, signal your editor or any Board member, and we'll get you connected.

Here are two post scripts to round out this brief summary of this delayed recognition ceremony.

First, from a recent writing by Ptero Workman:

"We learned that [Sam Martin] was a special man and doctor. He was respected in every way as a

doctor, a teacher, a citizen and a human being. He died in Gainesville, Florida at age 80 of lymphoma. He had three children, Dr. Samuel Preston Martin IV, Dr. William Barry Martin, and Dr. Celia Martin.

"Dr. Willam Martin was found practicing as an Orthodontist along with his sister, Celia in Gainesville while the other son is a surgeon practicing in Orlando. It is also interesting to note that Dr. Samuel P. Martin III's father and grandfather were doctors and that on his mother's side of the family, 15 of 17 children were doctors in Tennessee. The apple does not fall far from the tree."

Second, Ptero Bernie-the-book Hoyland (aviator 714) was among the many Pterodactyls present at Clearwater and filed this report that very evening:

"Today I drove 120 miles to an award ceremony at Coast Guard Air Station Clearwater where I hobnobbed with my fellow wizards, men of great wisdom *and, of course, overwhelming maturity.*

I arrived early at the ceremony, *because I didn't get lost once*, so I hung out in the safety office while cadging a cup of coffee. I met four pleasant Lieutenants who had been in the Coast Guard up to seven years. Their fathers were born about the time I finished flight school back in '57, and they were born in the late 70's/early 80's. Their

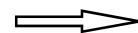
in-flight decisions, which we used to make based on data from books, mental calculations *and a certain skepticism about the reliability of our aircraft*, they make from their on-board computer or automatic equipment. I also get a kick when they finally realize that I'm the *Bernie Book* Bernie. I get the stunned looks of someone who is in the presence of an old, badly worn artifact whose existence had been reported but doubtless exaggerated.

"The ceremony honored an Army doctor who had participated in the rescue of the persons aboard a crashed Belgian airliner in Newfoundland on September 1946. He was instrumental in saving the lives of 18 badly injured passengers...The weather [at the time of the crash] was a ceiling of 500 feet with rain and fog, and a tail wind of 25-35 or so mph on the final approach of a radio range approach procedure. *It sounds a little like Annette [CGAS Annette, near Ketchikan, preceded Sitka...Ed]*. There were two pilots on board the DC-4, and they were on the 14th hour of crew time. They had refueled once in Ireland and were preparing to make their second fuel stop.

"The Coast Guard sent PBY's from Argentia to Gander with an Army ground rescue team, with one doctor on the team. Gander is a desolate swamp, with



Captain Sam Martin



muskeg substituting for dirt, but it still has room for rapidly moving rocky streams and many lakes. *It does sound like Annette.* The PBY's landed on a lake five miles from the crash site. The rescue team paddled ashore in rubber rafts and then got into a fast flowing stream to transport equipment to the crash site. Walking in the muskeg wasn't practical. The rubber rafts weren't practical either, because when they encountered rapids and rocks, the rafts overturned. Nobody drowned, but they lost all their equipment. Commencing September 18, the daily highs were in the 50's with lows in the 30's and 40's with drizzle and rain. *Sounds more like Annette.* They got to the crash site about 8 pm. Captain Martin had some morphine in a package strapped to his chest and the rest of the treatment for the compound fractures and severe wounds were improvised: tree branches for splints, bandages from debris, wreckage to make shelters from the rain. Dr. Martin said later that the first night was the worst of his life. It was impossible to carry all the persons out through the brush, swamp and creeks without causing fatalities to the injured, so he insisted that helicopters be brought to Gander. The pilots in the Coast Guard who flew big powerful sea planes thought that the picayune helos of the day were cute but their useful range and their weight carrying were limited, and their cost to operate too high.

"...The first reassembled helicopter tried to land at a "grass" pad near the crash site. The pilot aborted when the helo started to disappear into the muskeg. The PBY's hauled enough wood to the site for the ground party to build a wooden mat for the helos. One by one the injured were flown to the lake where they were rubber-rafted to the PBY's who flew them to Gander and its hospital.

"The rescue made the front page of the New York Times and the Washington Post. Do you think the CG abandoned these heroic helos as planned? Not a chance. Some of our leaders may not have had the imagination of an Einstein, but they did recognize a tidal current of history...and public support.

"Dr. Martin had a distinguished career after leaving the Army. He also got a nice letter from Belgium and an award from the US Girl Scouts, but nothing else. Our Ptero history group thought his magnificent performance in saving the lives of so many badly

injured people, and his proving the value of the helo and hence keeping helos operational in the Coast Guard, deserved much more. His two sons and a daughter were present at the ceremony to receive his Legion of Merit.

"It was a great ceremony, the presentations were very well done, all of the participants are to be commended, and I was very glad to have attended.

"By the way, I upheld the highest traditions of Aviator Number 714 by not getting lost once in 240 miles of driving, sans navigator."

In closing these summaries, we congratulate our "worker bees" that made this award possible and everyone who made the arrangements for a fine ceremony orchestrated by Ancient Albatross Dave Kunkel, Captain Mike Emerson and all Air Station Clearwater personnel.



Left to Right: Dr. Celia Martin, Dr. William B. Martin, Dr. Samuel P. Martin, IV, Ptero Bob Workman, RADM Dave Kunkel, Ptero Tom Beard, Captain Mike Emerson



TAPS

With regret, we report that the following members have crossed the bar.

Captain Warren E. "Rusty" Rast, Aviator 501

Chief Warrant Officer Robert C. Rescola



HELI-EXPO 2007

filed by Ptero Marty Kaiser, aviator 753

The annual helicopter exposition hosted by Helicopter Association International, HAI, of Alexandria, Virginia, was held at the Orange County Convention Center in Orlando, Florida on March 1-3. According to the HAI mission statement, "Regarded throughout the world as the voice of the helicopter industry, HAI is a not-for-profit, professional trade association of 1,450-plus member organizations in more than 68 nations. Since 1948, HAI provides its membership with services that directly benefit their operations and advances the civil helicopter industry by providing programs that enhance safety, encourage professionalism, and promote the unique contributions made by helicopters to society."

Through the efforts of [Pteros] employed by Sikorsky Aircraft Company, Inc., invitations were extended to a number of Pterodactyls to attend the Heli-Expo on Thursday, March 1 to witness the presentation of Sikorsky Winged-S awards to the first five Coast Guard Rescue Swimmers, and their Headquarters Program Manager, and to hear a presentation by Ptero Sergei Sikorsky describing the history of the development of the helicopter by his famous father, Igor. Scheduled to speak on Friday March 3 was Ptero Stu Graham, CG Helo Pilot Nr. 2. Fortunately for this writer, I was privileged to lunch with CDR Graham at CG Air Station Clearwater on Wednesday, February 28 and to hear his presentation to the air station officers and crew after lunch. Stu was accompanied by his grandson Allan, a Helo Pilot with The Columbia River Bar Pilots Association in Oregon.

Arriving at the Convention Center, Ptero Mont Smith [CGAA/AOP President] and Pteros Jack Stice, Bear Moseley, and your writer were impressed with its immense size and the toy-like appearance of all the aircraft on display as viewed from an overhead walkway. The center piece of the Sikorsky exhibit was a new S-92 helicopter configured for the British Coast Guard, looking much like an expanded version of our former HH-3F. During the Winged-S presentation, each swimmer was given the opportunity to say a few words about their service as CG rescue swimmers. Those who saw the film "The Guardian" will remember Master Chief Butch Flythe as the one who stepped on the bus bringing in new trainees and yelling, "OK, you've got 15 seconds to get off the bus." Ptero Sergei Sikorsky, a former USCG AD2, described his dad's early development of multi-engined passenger carrying seaplanes and spoke of his having built the first transatlantic passenger aircraft for Pan American World Airways while pursuing his first love, creation of a craft which would make vertical flight possible. This was a passion and fascination Igor had had since at age twelve after seeing Leonardo DaVinci's sketches of a vertical flight machine.

During our brief time with such notables in the field of rotary wing aviation, we were not surprised but proud to hear much praise heaped on the Coast Guard aviation forces of today.

The 2008 Heli-Expo will be in Houston, Texas during February 24-26.



The first five CG rescue swimmers honored at the '07 Heli-Expo. Port to Starboard: Butch Flythe, Kelly Gordon, Steve Ober, Matthew Fithian, Rick Woolford.



Sergei Sikorsky, Stu Graham and Ancient Albatross (CCGD7) Dave Kunkel at the Orlando Heli-Expo.

Sikorsky Aircraft Corporation Vice President Paul Martin presented these pioneering rescue specialists, and their Headquarters program manager, Ptero ASMCM Larry Farmer, USCG (Ret.), with Winged S statues.





USCG ACADEMY CADET AVIATION CLUB REPORT

[Amidst the many demands on their busy Academy schedules, aviation club president Nate Rhodes and club advisor Senior Chief Vikki Cates found time to forward this pictorial report on some of the club springtime activities which our members will appreciate...Ed.]



Continuing great support of the club by the Coast Guard Auxiliary is represented in this March 2007 photo taken by Ken Petretti, USCGAUX. The photo was displayed on the Auxiliary Public Affairs web-site. Auxiliarists Fred Vanderwilt (on the wing) and Eric Thompson (far right) were at Groton Airport with Vanderwilt's T-34 to work with cadets in flight training and aircraft familiarization. Shown left to right are cadets 3/c Mike Higbie, 3/c Josh Smolowitz, 4/c Loren Derrico, 4/c Caitlin Cunningham and 3/c Tai Chan (who was a member of the Auxiliary before becoming an Academy cadet).

Cadet 2/C Nate Rhodes set up a paper airplane contest on 5 March. It was a great success and gave the cadets a chance to have fun and bond. There were all kinds of airplanes - from a ball of paper to a full blown model.



Preflighting



Awaiting take-off clearance for a try at longest distance



Wheels up, longest distance

Here's one for the log by Cadet 1/c Nate Souleret who will follow graduation this year with flight training after a tour as Ensign at Cadet Aviation Training at ECity



Paper (not him!) except for paper clip struts!

That's not all. Cadet 3/C Zach Wolf set up and coordinated a ground school course taught by Mr. Jon Towle, USCG Auxiliary and ETCM (USN-Ret) Jay Cates, USCG Auxiliary. The cadets met with instructors for more than 5 hours each weekend for about two months and also watched the King Tapes for many hours during the week. Seven cadets completed the training. A combination of personal instruction, lots of studying, and a little help from Senior Chief Cates resulted in four taking the ground school exam and all passing! Another three planon taking the exam.

Cadet 2/C Bruce Jeffries is at it again. One simulator is completely rebuilt and upgraded to Microsoft Flight Simulator X. We are waiting for one more part to finish the other. One of the simulators will have a collective for helo flights. Cadet 4/C Tai Chan is learning the simulator ropes and will take it over after next year.



This edition's mail is delivered by a Curtiss "Flying Boat" (Flying Boat), operated circa 1915-18, the first Seaplane, and the symbol for the Coast Guard Ancient Albatross Award. This image is the first in the fine aircraft collection easily found on the AOP aviation history website (www.uscgaviationhistory.aoptero.org).



COAST GUARD CHANNEL

[Most on line members by now know of www.coastguardchannel.com. If not, check it out. Your Editor, having ordered and enjoyed several DVD's, asked TAM Communications to provide background on their enterprise and their relationship to the CG. Here is an email answer to questions...Ed.]

Tam and Susan O'Connor Fraser founded the Coast Guard Channel in late 2006 (originally launched as Coast Guard Rescues).

We created the television series "Coast Guard" in the late 90s, the first reality television show about a branch of the military. We also produced several documentaries about the Coast Guard for the Discovery Networks (Discovery, Travel Channel, The Military Channel). In creating those programs, we worked with the CG Motion Picture and Television Office in Los Angeles. They provided us footage of training evolutions and news footage and helped us gain access to CG stations and crews in order to develop these programs for television. They also reviewed and approved our scripts and the edited programs to make sure they were accurate. This is the same support they give to any film or television producer seeking to develop programs about the Coast Guard.

The idea behind the Coast Guard Channel was to create an Internet television network, providing both news and entertainment about the Coast Guard to people interested in what the Coast Guard does.

A lot of the footage used to launch the Channel (as well as stories we continue to publish) came from material we shot for the CG TV series and for the documentaries we produced. Whenever we "repurpose" material we shot for prior projects, we work with the CG Motion Picture & Television Office to review and approve the re-edits to this mate-

rial.

In March this year, we launched our news program, which provides news about current Coast Guard operations. For this part of the Channel, we're working with CG Public Affairs including Public Affairs Officers at the station, sector, district and headquarters levels. We're treated just like any other news outlet meaning we must be approved for access in advance of our visit to a Coast Guard facility and a public affairs representative is with us during filming (there's actually a whole list of rules we have agreed to). In this role, however, the CG does not have editorial input over the end-product. In this capacity, we've also developed news features including features about Deepwater and our on-going series "Get to Know a Station."

Since our launch, we realized the potential for the Channel beyond just video programming and thus have expanded our trivia, photos, stories, and viewer-submitted video area and have accepted submissions from authors who have written about the CG. These have turned out to be very popular.

How do we make money? Right now, we're financing the project out of our own pockets. Tam and I have a successful commercial/corporate video and multimedia production company.

We've been in business as Tam Communications for nearly 30 years and create TV commercials as well as video and multimedia for companies and public agencies primarily in Northern California (we're based in Scotts Valley in Silicon Valley). It does mean that right now, the Channel is just one of the projects on our plates. We'd love it to be the only thing we do.

We are selling DVDs of programs we've produced, and we have more DVD projects in the works but the sale of these DVDs is not covering the costs associated with the Channel. We also have advertisers, but the money earned

right now for advertising is miniscule. If we can build Channel "viewership", ad sales and program sponsorships will be the primary source of revenue and hopefully make the Channel financially viable in the long-term.

We love what we're doing. We have deep respect for the Coast Guard and for the people we've worked with. So this is as much a labor of love as it is a business venture for us.

Susan O'Connor Fraser

TSK, TSK

I noticed, and probably won't be the first, that you corrected the previous P5M-1G/2G error, then went right ahead and labeled photos of both P5's as PBM's...as did you, I also crewed on both P5 models.

Ptero Roger Schmidt, ATCS (Ret)

[Sitrep 1-07 did include a "mea culpa" for mislabeling a P5M-1G as a -2G in Sitrep 3-06. Comes now a careful reader pointing out that the images of each in 1-07 were, I'll be da__ed, ID'd as PBM's. Oh well, thanks, Roger, I'm happy some are reading and take time to correspond. Keep the cards and letters coming...Ed.]

WINGS

In response to our call for wings breast insignia heraldic history, so far we've heard from Ptero Bob Desh providing good stuff about aviation mission specialist wings. Thanks, Bob. More later on this project.

CG COLORADO LICENSE PLATE

Ptero Tom Rich reports a CG license plate in Colorado was recently OK'd with great ceremony before 1,600 with the CG band present after many years of effort. See back cover for the signing in the Governor's office. Tom is on Governor Ritter's right and to Tom's right is RADM Joel Whitehead, CCGD8. Way to go, Tom!



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT School is 20-weeks long and a typical class has 20 students. The AET School is 20 weeks long and typically has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are 2006 and early 2007 Honor “grads” which we are proud to salute in a new Sitrep feature. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AMT3 Christian Miller, Mar., 2007	Clearwater	AMT3 Christopher Usher, May., 2007	New Orleans
AMT3 John Griffith, Apr., 2007	Astoria	AST3 Coleman Selm, Mar., 2007	Detroit
AET3 Jason Mohammed, Mar., 2007	Clearwater	AST3 David Burns, May, 2007	Barbers Point
AET3 Taylor Andersen, Apr., 2007	Savannah	AST3 Stephen Gonzalez, May, 2007	Traverse City
AET3 Joshua Schaeffer, Apr., 2007	Port Angeles	AET3 Thomas Fickling, Jun., 2007	Barbers Point
AMT3 Walter Martinez, Jan., 2007	Borinquen		



NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
3865 Byron Creech	Miami	3876 Pablo Smith	North Bend
3866 Richard Kuzak	Detroit	3877 William Snyder	Cape Cod
3867 Joshua Nelson	San Diego	3878 George Cottrell	Clearwater
3868 Alex Bernstein	Miami	3879 Adam Davenport	Astoria
3869 Christopher Blomshield	Atlantic City	3880 James Kenshalo	Atlantic City
3870 Jeremy Courtade	Atlantic City	3881 Matthew Waranius	Miami
3871 Nicholas Leiter	Corpus Christi	3882 Antone Alongi	Sacramento
3872 Kyle Russell	North Bend	3883 David Corey	Barbers Point
3873 Brett Walter	Barbers Point	3884 Peter Ogoe	Mobile
3874 Jesse Hyles	Clearwater	3885 Michael Kops	Corpus Christi
3875 Nathaniel Champlin	Barbers Point	3886 Jonathan Miller	Elizabeth City



Safety Award “Breaking News”...

As this Sitrep was on short final, two messages were received warranting congratulations even though details will have to come later...the Coast Guard Aviation Safety Program will reportedly be recognized with a GSA Federal Aviation Program Award for “management practices making aviation activities safer, more efficient and effective during 2006”...and Navy Training Squadron VT-2, CDR Steven Truhlar, USCG, Aviator 3029, commanding, has won the CNO Aviation Safety Award for Naval Training Commands...Bravo Zulu to all who made these coveted awards possible!!!

COAST GUARD AVIATION HISTORY — Here are but two brief examples of Salt, Performance, Pride & Semper Paratus

Beginning this year, the Annual Aviation Maintenance Award, conceived and sponsored by our association and first given in 2003, will be named **The Chief Aviation Machinist Mate Oliver F. Berry Award**. Here is just a brief sketch of the man.

Extensive research and many recommendations led to this naming. The late Chief Berry was born in 1908, graduated from the Citadel Military School and served in the Army before entering the Coast Guard. He retired in 1955 at the then CG Air Detachment at Corpus Christi, Texas.

The very long list of achievements of Chief Berry includes that he was the Coast Guard and free world's first military helicopter aviation mechanic, taught CG, US Army, US Navy and RAF personnel how to maintain and repair the first military helicopters and was a key factor in the disassembly and reassembly of the Sabena Air Lines rescue helicopters discussed on pages 12-14. More details about the impressive service of this talented and dedicated coastie will be passed at the 2007 roost.



*Berry - 1929
Citadel Yearbook*

On March 5, 1967, UF2G [HU-16E] CGNR 1240 took off from CGAS St. Petersburg in response to a fishing vessel's Mayday on the Gulf of Mexico, at night, in fog. The 1240 crew located the sinking boat and successfully air dropped a dewatering pump. Tragically, shortly thereafter 1240 crashed into the Gulf with the loss of all on board.



In July, 2006, divers investigated a wreck of a previously unidentified aircraft which by the spring of 2007 was confirmed to be the remains of 1240. In short order our association joined with the Foundation for Coast Guard History to fund lasting memorials to the 1240 crew in the form of an underwater monument to be placed at the wreckage site and a replica at CGAS Clearwater. As this Sitrep was headed to the printer, an outstanding memorial dedication ceremony was held at the air station. Details will be published later.

The 1240 crew

- LT Clifford E. Hanna, Aviator 1061
- LTJG Charles F. Shaw, Aviator 1199
- AM1 Ralph H. Studstill
- AE1 Eckley M. Powlus, Jr.
- AE2 James B. Thompson
- AE3 Arthur L. Wilson

Dues are tax deductible

Multi-mission Form:

Dues are tax deductible

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

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 Email _____

CHECK IF SPOUSE OR PHONE OR EMAIL NOT TO BE LISTED IN DIRECTORY

Sign me up for:

- Life Membership \$ 200 (includes a Ptero Pin)
- Annual Membership \$ 15
- Ptero Ball Cap \$ 15 (includes postage)
- CG History Book \$ 50 “ “
- Ptero Coin \$ 5 (\$20/5 coins)
- So Others May Live* \$ 25

**Fine hardback about CG Rescue Swimmers reviewed in Sitrep 2-06*

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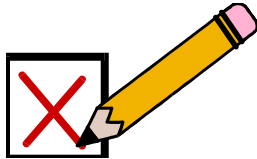
Phlock to the '07 Roost. Details and registration pages 2-5



See page 19 about a coastie named Oliver Berry



Colorado Governor signs law authorizing a special Coast Guard License Plate in the presence of CG and Auxiliary officials and one very diligent Ptero! See page 17.



VOTE— page 6



Remembering 1240 page 19



An Overdue Legion of Merit page 12

These stories and reports and more are standing by for inspection.



Fabric, aluminum, composites, other? Page 16

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