



22507-10-19-44





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U. S. COAST GUARD  
WASHINGTON, D. C. 20590

File No. .... Date: 2/73  
Subject: .....  
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Location: .....  
Photographer: .....

John P. Greathouse, ADCMP-AP, the last remaining enlisted Coast Guard Chief Aviation Pilot, prepares to take off in a helicopter from Coast Guard Air Station, Elizabeth City, N. C. He pauses in the doorway to gesture he hopes for no repeat of the time he had to bail out of a helicopter with engine trouble over Philadelphia in 1945.



PLEASE CREDIT  
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U. S. COAST GUARD  
WASHINGTON, D. C. 20590  
File No. *Fe 1* Date: *c 1974*  
Subject: \_\_\_\_\_  
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John P. Greathouse, Master Chief Aviation Machinist's Mate and the last remaining enlisted Coast Guard Chief Aviation Pilot from World War II, checks the controls of an HU-16E "Albatross" plane at Coast Guard Air Station, Elizabeth City, N. C. Greathouse, who has a record of well over 12,000 flight hours which no other Coast Guard aviator has reached, has spent most of his flying time in the HU-16E. Greathouse has instructed numerous junior aviators in the handling of the aircraft.

Pg 41



NAN

50%

SHOWS ME MAKING FAREWELL ADDRESS  
WHEN I WAS RETIRED ON WASHINGTON'S BIRTHDAY 1979

OFFICIAL USCG PHOTO  
CG Aviation TraCen  
Mobile, Alabama

17/170

720.9

LIZABETH CITY



DANGER



**FILE COPY**

PLEASE CREDIT  
U. S. COAST GUARD OFFICIAL PHOTO  
U. S. COAST GUARD  
WASHINGTON, D. C. 20590

File No. GAPI 101774 Date: 08/14

Subject: \_\_\_\_\_

\_\_\_\_\_ *Great House* \_\_\_\_\_

Location: \_\_\_\_\_

Photographer: \_\_\_\_\_

Public Affairs Division  
U. S. Coast Guard Headquarters  
Washington, D. C., 20590

FOR RELEASE

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - G-APA-10-17-74 (05)

Elizabeth City, N. C., October 17, 1974--

Master Chief Petty Officer John Pershing Greathouse, 55, last remaining enlisted Coast Guard Aviation Pilot, who has instructed junior aviators for 31 years, re-enlists for another three-years' hitch. Administering the oath is Captain T. H. Rutledge, USCG, Commanding Officer of Coast Guard Air Station, Elizabeth City, N. C., where Greathouse is stationed.

One of a rare breed of Chief Aviation <sup>M</sup>achinist's Mate-Aviation Pilots of World War II, Greathouse passed his own record of 12,000 flight hours in the spring of 1973. Prior to that he was the first pilot to achieve 10,000 hours of flight time, which no other Coast Guard aviator has yet reached and probably never will.

A native of Wills Point, Van Zandt County, Texas, Greathouse entered Coast Guard boot training in October 1941, and as a Seaman first served at Fort Point Lifeboat Station, Calif. A year later, he entered flight training and graduated as Chief Aviation Pilot from the Naval Aviation Training Center, Pensacola, Fla., in August 1943, during World War II. Not since the war have enlisted men been trained as pilots. Beside Greathouse, only two others in the Navy remain of that rate.

Greathouse served at various Coast Guard Air Stations, with more than one tour spent at Elizabeth City. He has held commissions on two occasions but had to revert to enlisted status for budgetary reasons. In addition to teaching junior pilots, he has piloted aircraft on rescue missions and lately on pollution patrols. He has a Coast Guard Commendation Medal for duty as Aircraft Commander of an HU-16B out of Port Angeles, Wash., that located a lost vessel and directed rescue operations on June 1, 1962.

Greathouse and his wife Doris, with their two daughters and two sons, presently live at 312 West Church St., Elizabeth City, N. C.

#

EAS



PLEASE CREDIT  
U. S. COAST GUARD OFFICIAL PHOTO  
U. S. COAST GUARD  
WASHINGTON, D. C. 20500

File No. FR 6 Date: 1974

Subject: .....

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Location: .....

Photographer: .....

John P. Greathouse, Master Chief Aviation Machinist's Mate and the last remaining enlisted Coast Guard Chief Aviation Pilot, checks over an HU-16E "Albatross" amphibian plane at Coast Guard Air Station, Elizabeth City, N. C. Greathouse has spent most of his flying time in the "Albatross!"



**FILE COPY**

PLEASE CREDIT  
U. S. COAST GUARD OFFICIAL PHOTO  
U. S. COAST GUARD  
WASHINGTON, D. C. 20590

File No. FR-5 Date: c. 1979

Subject: \_\_\_\_\_

Location: \_\_\_\_\_

Photographer: \_\_\_\_\_

John P. Greathouse, Master Chief Aviation Machinist's Mate and the last remaining enlisted Coast Guard Chief Aviation Pilot, checks over an HU-16E "Albatross" amphibian plane at Coast Guard Air Station, Elizabeth City, N. C. Greathouse has spent most of his flying time in the "Albatross!"

12-30-44 Instr. in piloting helicopters  
 approx. 6 weeks duration, Brooklyn, N.Y.  
 1-25-45 Helicopters Instr. (+) mod duration  
 Brooklyn, N.Y.

|                                |                     |                      |        |               |          |
|--------------------------------|---------------------|----------------------|--------|---------------|----------|
| NAME                           | GREATHOUSE, John P. | RANK                 | Ensign | SPECIALTY     | REG. NO. |
| MARITAL STATUS                 |                     | NUMBER OF DEPENDENTS |        | PRIOR SERVICE | YRS.     |
| DATE OF BIRTH                  | 11-23-18            |                      |        | NAVY          |          |
| PLACE OF BIRTH                 | Vanzandt Co., Texas |                      |        | ARMY          |          |
| PAY PERIOD                     |                     |                      |        | MARINE CORPS  |          |
| SERVICE CONTINUOUS FROM (DATE) |                     |                      |        |               |          |

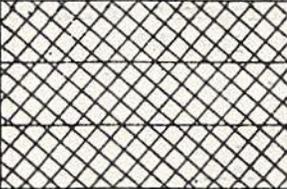
|                           |      |       |      |
|---------------------------|------|-------|------|
| PRIOR COAST GUARD SERVICE | YRS. | MONS. | DAYS |
|---------------------------|------|-------|------|

## RECORD OF CHANGES

| U N I T   | DATE ORDERED | DATE REP'RTD | RANK     | R E M A R K S                                      |
|---|--------------|--------------|----------|--|
| (10-26-44, Alcoast #85, Appt. Ensign for temp. serv. rank from<br>Air Sta., San. Francisco              | - - -        | 11-25-44     | Ensign   | 10-1-44) Formerly: AP1c 8-6-43<br>Present for duty |
| Appt. perm. C.A.P. effective 15 May, 1946.  |              |              |          | (C) Aviator HL 11/20/44<br>Asst. Navigator         |
| (HL 6-5-46-Appt. for temp. serv. revoked effective 8-15-46;<br>enlisted status)                         |              |              |          | to revert back to permanent                        |
| Air Sta., Mayport, Fla.   |              |              | C. A. P. | ) Enlisted<br>) Status                             |
| T/L 12-20-46 - Appt. Ensign for temporary service, rank from<br>ACADEMY New London, Conn. . HL 12-27-46 | 1-20-47      |              | Ensign   | 1-15-47)<br>Temp. Duty-Course of Instruction       |
| Air Detach., Mayport, Fla. HD142016 May 47  | 5-27-47      |              | Ensign   |  |
| Air Sta., Miami, Fla.   | 6-25-47      | 7-8-47       | Ensign   |  |

|      |                     |      |        |           |          |
|------|---------------------|------|--------|-----------|----------|
| NAME | GREATHOUSE, John P. | RANK | Ensign | SPECIALTY | REG. NO. |
|------|---------------------|------|--------|-----------|----------|



| DEPARTMENT OF<br>TRANSPORTATION<br>U. S. COAST GUARD<br>CG-4035 (Rev. 10-76)   |   | BIOGRAPHICAL STATEMENT   |  | REPORTS CONTROL SYMBOL<br>G-APA-8003     |
|--|---|--|--|--|
| TO<br>COMMANDANT (G-APA/83)  |   |  |  | DATE<br>1-22-79                          |
| NAME (Last, first, middle)<br>GREATHOUSE, JOHN PERSHING  |   |  |  | RANK/RATE (USCG or USCGR)<br>ADCMPP USCG |
| PRESENT STATION<br>ATC<br>MOBILE, AL   | DATE REPORTED<br>12-30-74                 | DUTIES ASSIGNED<br>PILOT, SAR AIRCREW TRAINING<br>ASSISTANT OPERATIONS<br>ASSISTANT NAVIGATION |  |  |
| HOME ADDRESS<br>215 SUNSET BLVD<br>BILOXI MS 39531   | DATE OF BIRTH<br>11-23-18                 | PLACE OF BIRTH<br>WILLS POINT, TEXAS   |  |  |
| DATE ENTERED COAST GUARD<br>10-10-1941   | PLACE OF ENTRY<br>LOS ANGELES, CALIFORNIA | RANK/RATE AT TIME OF ENTRY<br>SA   |  |  |
| FAMILY (If more space is needed, use "Remarks.")   |   |  |  |  |
| NAME   |   | DATE OF BIRTH  |  | ADDRESS                                  |
| FATHER<br>JONH GREATHOUSE  |   |               |  | DECEASED                                 |
| MOTHER<br>LELIA B. JACOBS  |   |  |  | DECEASED                                 |
| SPOUSE (Maiden name)<br>DORIS R. FAYE  |   |  |  | 215 SUNSET BLVD.<br>BILOXI MS 39531      |
| CHILDREN   | TERRE JO GREATHOUSE                       | 2-16- 52   | MOBILE FL. 36608                             |  |
|  | JOHN P. GREATHOUSE                        | 12-22-56   | 211 VINE ST. BILOXI MS. 39531                |  |
|  | GINA F. Greathouse                        | 3-13-59  | LAURAL, MS                                   |  |
|  | JAMES E. GREATHOUSE                       | 12-17-60   | 215 SUNSET BLVD.<br>BILOXI MS 39531          |  |
| HOMETOWN OF SPOUSE<br>MIAMI, FLORIDA   |   | DATE OF MARRIAGE<br>10-10-49   | SCHOOL OF SPOUSE<br>Miami Edison, Maimi Fla. |  |
| EDUCATION (List in order: elementary, high school, and college/university.)  |   |  |  |  |
| NAME OF SCHOOL   |   | LOCATION   | DATE GRADUATED                               | DEGREE                                   |
| BOLES  |   | QUINLAN ,TEXAS   | 5-27-1938                                    | -  |
| ABILINE CHRISTAIN COLLEGE  |   | ABILINE, TEXAS   | -  | ½yr.                                     |
| TEXAS A&M COLLEGE  |   | COLLEGE STATION, TEXAS   | -  | lyr.                                     |
| NAVAL FLIGHT TRAINING  |   | PENSACOLA, FLA.  | 8-6-1943                                     | -  |
| CA HELICOPTER  |   | FLOYD BENNETT, FIELD, NY   | 2-2-1945                                     | -  |
| COAST GUARD ACADEMY  |   | NEW LONDON, CONN   | 5-16-1947                                    | -  |
| ATHLETIC AND EXTRA-CURRICULAR DISTINCTIONS<br>BASKETBALL, BASEBALL TRACK   |   |  |  |  |
| CLUBS AND ORGANIZATIONS MEMBERSHIP<br>ELKS,VFW, SILVER EAGLES, COAST GUARD ENLISTED PILOTS ASSOC. IN.<br>THE ANCIENT ORDER OF THE PTERODACTYL, CHURCH OF CHRIST  |   |  |  |  |
| BATTLES, CAMPAIGNS, OR WAR RECORD<br>FLEW ANTI-SUB7HRINE PATROLS OUT OF SAN FRANCISCO FOR ABOUT 500 MILES OFF SHORE.   |   |  |  |  |
| DECORATIONS, COMMENDATIONS, OR OTHER SPECIAL SERVICE DISTINCTIONS<br>CG COMMENDATION, CG GOOD CONDUCT AMERICAN DEFENSE,<br>AMERICAN CHAMPAIGN ASIATIC-PACIFIC WORLD WAR II VICTORY<br>NATIONAL DEFENSE SERVICE CG UNIT COMMENDATION    |   |  |  |  |
| COAST GUARD PROMOTION RECORD (Indicate rank/rate and dates of promotion.)<br>SA 10-10-41-S2C 1-10-42-S1C-5-10-4--AP1 6 AUG. 1943<br>Ensign- 1-1-44-CAP-8-15-46-ENSIGN 1-15-47-CAP-10-1-47<br>ADCAP 4-2-42-ADCSAP-7-1-59 ADCMAP- 7-1-61 |   |  |  |  |

**CHRONOLOGY OF ACTIVITIES**

*(Start with time you became fully self-supporting and list in order jobs and service assignments to present. Include Coast Guard assignments, service in other Armed Forces or Merchant Marine, listing ships or stations by name and civilian employment. Omit assignments of less than six months' duration unless particularly significant.)*

| DATE (Mo. & Yr.) |       | NAME AND LOCATION OF UNIT OR FIRM             | POSITION OR BILLET<br>(Indicate title of principal duty.) |
|------------------|-------|---|---|
| FROM             | TO    |   |   |
| 6-38             | 9-38  | Texas Power & Light, Terrel, Tx.              | Installing Telephone Poles                                |
| 3-39             | 9-39  | American Potash & Chemical Corp. Trona Calif. | Working in Production Department                          |
| 6-40             | 10-41 | Boot School- Port Townsend, WA                | Boot School   |
| 11-41            | 12-41 | Capt. of Port, Treasure is., Calif.           | Seamen  |
| 12-41            | 10-42 | Ft. Point LBS, San Francisco, Cal.            | Seamen  |
| 10-42            | 3-43  | Grosse Fle. Mich.                             | Primary Flight Training                                   |
| 4-43             | 8-43  | Naval Flight School, Pensacola                | Flight Training   |
| 8-43             | 9-46  | CGAS, San Francisco, Cal.                     | Pilot Assist. Operations                                  |
| 10-46            | 7-47  | CGAF, Mayport, Fl.                            | Pilot or Dance Officer                                    |
| 8-47             | 9-48  | CGAS, Maimi. FL.                              | Aerology Officer, P.W. Assist.                            |
| 10-48            | 3-50  | Rotary Wing Developmrent, ELIZ. City          | Pilot Supply  |
| 3-50             | 9-51  | CGAS, Elizabeth City, NC                      | Pilot Ops. Yeoman   |
| 10-51            | 9-53  | CGAD, Guan, M.I.                              | Pilot Supply  |
| 10-53            | 4-52  | CGAD, Biloxi. MS                              | Pilot Assitant Ops. Yeoman                                |
| 5-56             | 12-57 | CGAD, Kodiak, Ala.                            | Pilot Assistant Ops.                                      |
| 1-58             | 8-50  | CGAS, San Diego Cal.                          | Pilot Assistant Ops.                                      |
| 9-60             | 8-64  | CGAS, Port Angeles, Wash.                     | Pilot Assist. Ops. Navigation                             |
| 9-64             | 12-66 | CGAD, Biloxi, MS                              | Pilot Assist. Ops. Navigation                             |
| 12-66            | 4-69  | Atc. Mobile, Ala.                             | Pilot Nav. Sarcenter Supervised                           |
| 4-69             | 12-74 | CGAS Elizabeth City NC.                       | Pilot Navigation  |
| 1-75             | 2-79  | ATC. Mobile Al.                               | Pilot, Sar Air Crewing Ops. Nav.                          |

REMARKS (List general Community activities, relatives in service, distinguished relatives, or other information you consider newsworthy. Attach additional sheets if needed. If you have extra clippings of interesting news items that have been printed concerning you, refer to them here and attach.)

I normally did not have enough time to engage in community as most of my time was in 3 section Liberty and one day I would standby and they would call me on the 3rd day.

Brother Retired U.S. Army  
Daughter 1st LT. U.S. Army Reserve, and going to Anesthetist School

Too numerous to attach clippings

James V. Allred Former Governor of Texas and Federal Judge  
A cousin

**PRIVACY ACT STATEMENT**

In accordance with 5 USC 552a(e) (3) , the following information is provided to you when supplying personal information to the U. S. Coast Guard.

1. AUTHORITY which authorized the solicitation of the information: 14 USC SEC 632.
2. PRINCIPAL PURPOSE(S) for which information is intended to be used: Publicity.
3. THE ROUTINE USES which may be made of the information: Publicity and Promotion.
4. Whether or not DISCLOSURE of such information is mandatory or voluntary (Required by law or optional) and the effects on the individual, if any, of not providing all or any part of the requested information: Disclosure of this information is voluntary and would have no effect on individual.

| DEPARTMENT OF TRANSPORTATION<br>U. S. COAST GUARD<br>CG-4035 (Rev. 10-76)   |   | BIOGRAPHICAL STATEMENT   |   | REPORTS CONTROL SYMBOL<br>G-APA-5003     |
|---|---|--|---|--|
| TO<br>COMMANDANT (G-APA/83)   |   |  |   | DATE<br>1-22-79                          |
| NAME (Last, first, middle)<br>GREATHOUSE, JOHN PERSHING   |   |  |   | RANK/RATE (USCG or USCGR)<br>ADCMHP USCG |
| PRESENT STATION<br>ATC<br>MOBILE, AL.   | DATE REPORTED<br>12-30-74                 | DUTIES ASSIGNED<br>PILOT, SAR AIRCREW TRAINING,<br>ASSISTANT OPERATIONS,<br>ASSISTANT NAVIGATION |   |  |
| HOME ADDRESS<br>215 SUNSET BLVD<br>BILLOI MS. 39531   | DATE OF BIRTH<br>11-23-18                 | PLACE OF BIRTH<br>WILLS POINT, TEXAS   |   |  |
| DATE ENTERED COAST GUARD<br>10-10-1941  | PLACE OF ENTRY<br>LOS ANGELES, CALIFORNIA | RANK/RATE AT TIME OF ENTRY<br>SA   |   |  |
| FAMILY (If more space is needed, use "Remarks.")  |   |  |   |  |
| NAME  |   | DATE OF BIRTH  |   | ADDRESS                                  |
| FATHER<br>JOHN J. GREATHOUSE  |   | [REDACTED]   |   | DECEASED                                 |
| MOTHER<br>LELIA B. JACOBS   |   | [REDACTED]   |   | DECEASED                                 |
| SPOUSE (Maiden name)<br>DORIS R. FAYE   |   | [REDACTED]   |   | 215 SUNSET BLVD<br>BILLOI MS. 39531      |
| CHILDREN  | TERRE JO GREATHOUSE                       | 2-16-52  | MOBILE FL. 36606                              |  |
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|   | JAMES E. GREATHOUSE                       | 12-17-60   | 215 SUNSET BLVD<br>BILLOI MS. 39531           |  |
| HOMETOWN OF SPOUSE<br>MIAMI, FLORIDA  |   | DATE OF MARRIAGE<br>10-10-49   | SCHOOL OF SPOUSE<br>MIAMI PALSON, MIAMI, FLA. |  |
| EDUCATION (List in order: elementary, high school, and college/university.)   |   |  |   |  |
| NAME OF SCHOOL  |   | LOCATION   |   | DATE GRADUATED                           |
| BOLES   |   | QUINANN, TEXAS   |   | 5-27-1939                                |
| ABILINE CHRISTIAN COLLEGE   |   | ABILINE, TEXAS   |   | -  |
| TEXAS A.M. COLLEGE  |   | COLLEGE STATION, TEXAS   |   | -  |
| NAVAL FLIGHT TRAINING   |   | PENSACOLA, FLA   |   | 2-6-1943                                 |
| CG HELICOPTER   |   | FLOYD BENNETT, FIELD, NY.  |   | 2-2-1945                                 |
| COAST GUARD ACADEMY   |   | NEW LONDON, CONN.  |   | 5-16-1947                                |
| DEGREE  |   |  |   |  |
|   |   | 1/2 YR.  |   |  |
|   |   | 1 YR.  |   |  |
|   |   | -  |   |  |
|   |   | -  |   |  |
|   |   | -  |   |  |
| ATHLETIC AND EXTRA-CURRICULAR DISTINCTIONS<br>BASKETBALL, BASEBALL, TRACK -   |   |  |   |  |
| CLUBS AND ORGANIZATIONS MEMBERSHIP<br>ELKS, VFW, SILVER EAGLES, COAST GUARD ENLISTED PILOTS ASSOCIATION,<br>THE ANCIENT ORDER OF THE PTERODACTYL, CHURCH OF CHRIST  |   |  |   |  |
| BATTLES, CAMPAIGNS, OR WAR RECORD<br>FLEW ANTI-SUBMARINE PATROLS OUT OF SAN FRANCISCO HSB<br>ABOUT 500 MILES OFF SHORE.   |   |  |   |  |
| DECORATIONS, COMMENDATIONS, OR OTHER SPECIAL SERVICE DISTINCTIONS<br>CG COMMENDATION, CG GOOD CONDUCT, AMERICAN DEFENSE,<br>AMERICAN CAMPAIGN, ASIATIC-PACIFIC WORLD WAR II VICTORY,<br>NATIONAL DEFENSE SERVICE CG UNIT COMMENDATION (2)           |   |  |   |  |
| COAST GUARD PROMOTION RECORD (Indicate rank/rate and dates of promotion.)<br>SA 10-10-41 - S2C 1-10-42 - S1C 5-10-42 - API 6 AUG 1943<br>ENSIGN 1-1-44 - CAP 8-15-46 - ENSIGN 1-15-47 - CAP 10-1-47<br>ADCAP 4-2-48 - ADCSAP 7-1-59 - ADCMAP 7-1-61 |   |  |   |  |

CHRONOLOGY OF ACTIVITIES

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| DATE (Mo. & Yr.) |       | NAME AND LOCATION OF UNIT OR FIRM                 | POSITION OR BILLET<br>(Indicate title of principal duty.) |
|------------------|-------|---|---|
| FROM             | TO    |   |   |
| 6-38             | 9-38  | TEXAS POWERLIGHT, TERRELL, TX.                    | INSTALLING TELEPHONE POLES                                |
| 3-39             | 9-39  | AMERICAN POTASH & CHEMICAL<br>CORP. TRONA, CALIF. | WORKING IN PRODUCTION<br>DEPARTMENT                       |
| 6-40             | 10-41 |   | BOOT SCHOOL - PORT TOWNSEND, WA.                          |
| 10-41            | 11-41 | CAPT OF PORT, TREASURE IS., CALIF.                | SEAMAN -  |
| 11-41            | 12-41 | FT. POINT, LBS, SAN FRANCISCO, CAL.               | SEAMAN -  |
| 12-41            | 10-42 | GROUSE HLE, MICH.                                 | PRIMARY FLIGHT TRAINING                                   |
| 10-42            | 3-43  | NAVAL FLIGHT SCHOOL, PENSACOLA, FL.               | FLIGHT TRAINING -   |
| 4-43             | 8-43  | CGAS, SAN FRANCISCO, CAL.                         | PILOT, ASSIST. OPERATIONAL                                |
| 8-43             | 9-46  | CGAF, MAYPORT, FL.                                | PILOT, ORDNANCE OFFICER -                                 |
| 10-46            | 7-47  | CGAS, MIAMI, FL.                                  | AERODOGY OFFICER, P.W. ASSIST.                            |
| 8-47             | 9-48  | ROTARY WING, DEVELOPMENT, ELIZ. CITY              | PILOT, SUPPLY -   |
| 10-48            | 3-50  | CGAS, ELIZABETH CITY, NC.                         | PILOT, OPS - YEOMAN                                       |
| 3-50             | 9-51  | CGAD, GUAMA, M.T.                                 | PILOT, SUPPLY -   |
| 10-51            | 9-53  | CGAD, BIKOTI, M.S.                                | PILOT, ASSISTANT OPS, YEOMAN -                            |
| 10-53            | 4-56  | CGAD, KODIAK, ALA.                                | PILOT, ASSIST. OPS -                                      |
| 5-56             | 12-57 | CGAS, SANDIERG, CAL.                              | PILOT, ASSIST. OPS.                                       |
| 1-58             | 8-60  | CGAS, PORT ANGELES, WASH -                        | PILOT, ASSIST. OPS & NAVIGATION                           |
| 9-60             | 8-64  | CGAD, BILOH, M.S.                                 | PILOT, ASSIST. OPS & NAVIGATION                           |
| 9-64             | 12-66 | ATC, MOBILE, AL.                                  | PILOT, NAV. SAR CENTER SUPERVISOR                         |
| 12-66            | 4-69  | CGA, ELIZABETH CITY, NC.                          | PILOT, NAVIGATION -                                       |
| 11-69            | 12-74 | ATC, MOBILE, AL.                                  | PILOT, SAR AIRCRAFT TUG, OPS, NAV                         |
| 1-75             | 2-79  |   |   |

REMARKS (List general community activities, relatives in service, distinguished relatives, or other information you consider newsworthy. Attach additional sheets if needed. If you have extra clippings of interesting news items that have been printed concerning you, refer to them here and attach.)

I NORMALLY DID NOT HAVE ENOUGH TIME TO ENGAGE IN COMMUNITY AS MOST OF MY TIME WAS IN 3 SECTION LIBERTY AND 1 DAY WAS STANDBY AND THEY WOULD CALL ME ON 3RD DAY.

BROTHER RETIRED MAJOR U.S. ARMY DAUGHTER 1ST LT. U.S. ARMY RESERVE, AND GOING TO ANESTHETIST SCHOOL.

TOO NUMEROUS TO ATTACH CLIPPINGS - JAMES V. ALLRED FORMER GOVERNOR OF TEXAS AND FEDERAL JUDGE A COUSIN -

PRIVACY ACT STATEMENT

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4. Whether or not DISCLOSURE of such information is mandatory or voluntary (Required by law or optional) and the effects on the individual, if any, of not providing all or any part of the requested information: Disclosure of this information is voluntary and would have no effect on individual.

A.A. Ballou 3

ADCMAP JOHN GREATHOUSE  
U. S. COAST GUARD

The last remaining Coast Guard enlisted pilot, Master Chief Aviation Machinist Mate John Pershing Greathouse, will retire February, 1979.

He was born in Wills Point, Texas in 1918, John Greathouse joined the Coast Guard in 1941 in Los Angeles. He attended training at Port Townsend, Washington.

As a seaman, he served at Captain of the Port at Treasure Island, California and at Fort Point Lifeboat Station in San Francisco.

He began Flight training in 1942 at Grosse Island, Michigan. A year later, he was sent to Pensacola, Florida for further training.

His first assignment as pilot also entailed duties as assistant operations officer at Coast Guard Air Station San Francisco. In 1946, he flew and acted as ordnance officer at Coast Guard Air Field Mayport, Florida. He served as pilot in Florida again in 1947 at Coast Guard Air Station Miami and also as Aerology officer.

He then spent three years in Elizabeth City as pilot and supply officer for the Rotary Wing Development Center and at the air station as pilot and operations yeoman.

He served as pilot and took on additional duties as assistant operations officer, navigator, and supply officer at Coast Guard Air Detachment Guam, Coast Guard Air Detachment Biloxi, Coast Guard Air Detachment Kodiak, Coast Guard Air Station San Diego, and Coast Guard Air Station Port Angeles, Washington.

He became Search And Rescue Center Supervisor at Aviation Training Center, Mobile, Alabama in 1966. He went back to Elizabeth City as pilot and navigator three years later before returning to Mobile.

At the training Center now, he has served as pilot and Search and Rescue air crewman trainer.

Chief Greathouse resides in Biloxi, Mississippi with his wife, the former Doris R. Faye, of Miami, Florida.

He has been decorated with the Coast Guard Commendation Medal, the American Campaign Medal, the Asiatic-Pacific Medal, the World War II Victory Medal, the National Defense Medal and the Coast Guard Unit Commendation Medal.

(more)

Chief Greathouse was bestowed the honorable standing "Ancient Albatross" on June 30, 1977. He was designated Coast Guard aviator number 334 on August 6, 1943. The honor is held by the Coast Guard aviator on active duty who has held the designation of aviator for the longest time.

2/8/79

Public Affairs Division  
U. S. Coast Guard Headquarters  
Washington, D. C., 20590

FOR RELEASE

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - G-APA-10-17-74 (05)

Elizabeth City, N. C., October 17, 1974--

Master Chief Petty Officer John Pershing Greathouse, 55, last remaining enlisted Coast Guard Aviation Pilot, who has instructed junior aviators for 31 years, re-enlists for another three-years' hitch. Administering the oath is Captain T. H. Rutledge, USCG, Commanding Officer of Coast Guard Air Station, Elizabeth City, N. C., where Greathouse is stationed.

One of a rare breed of Chief Aviation <sup>M</sup>achinist's Mate-Aviation Pilots of World War II, Greathouse passed his own record of 12,000 flight hours in the spring of 1973. Prior to that he was the first pilot to achieve 10,000 hours of flight time, which no other Coast Guard aviator has yet reached and probably never will.

A native of Wills Point, Van Zandt County, Texas, Greathouse entered Coast Guard boot training in October 1941, and as a Seaman first served at Fort Point Lifeboat Station, Calif. A year later, he entered flight training and graduated as Chief Aviation Pilot from the Naval Aviation Training Center, Pensacola, Fla., in August 1943, during World War II. Not since the war have enlisted men been trained as pilots. Beside Greathouse, only two others in the Navy remain of that rate.

Greathouse served at various Coast Guard Air Stations, with more than one tour spent at Elizabeth City. He has held commissions on two occasions but had to revert to enlisted status for budgetary reasons. In addition to teaching junior pilots, he has piloted aircraft on rescue missions and lately on pollution patrols. He has a Coast Guard Commendation Medal for duty as Aircraft Commander of an HU-16E out of Port Angeles, Wash., that located a lost vessel and directed rescue operations on June 1, 1962.

Greathouse and his wife Doris, with their two daughters and two sons, presently live at 312 West Church St., Elizabeth City, N. C.

#

EAS

John P. Greathouse, ADCMP-AP, the last remaining enlisted Coast Guard Chief Aviation Pilot, prepares to take off in a helicopter from Coast Guard Air Station, Elizabeth City, N. C. He pauses in the doorway to gesture he hopes for no repeat of the time he had to bail out of a helicopter with engine trouble over Philadelphia in 1945.

John P. Greathouse, Master Chief Aviation Machinist's Mate and the last remaining enlisted Coast Guard Chief Aviation Pilot, checks over an HU-16E "Albatross" amphibian plane at Coast Guard Air Station, Elizabeth City, N. C. Greathouse has spent most of his flying time in the "Albatross"

John P. Greathouse, Master Chief Aviation Machinist's Mate and the last remaining enlisted Coast Guard Chief Aviation Pilot from World War II, checks the controls of an HU-16E "Albatross" plane at Coast Guard Air Station, Elizabeth City, N. C. Greathouse, who has a record of well over 12,000 flight hours which no other Coast Guard aviator has reached, has spent most of his flying time in the HU-16E. Greathouse has instructed numerous junior aviators in the handling of the aircraft.

# Plane Explodes Over S. Phila.

Continued From First Page

ers in the area were first attracted by the sound of the sputtering motor of the helicopter, which had gained an altitude of approximately 2000 feet when mechanical difficulties developed. Terrified that the plane might crash into their homes, they rushed into the streets and witnessed the helicopter's explosion and the passengers' descent.

The tail boom of the plane crashed into a corner of the Waves barracks immediately behind the Naval Hospital, but no one was injured. The fuselage plummeted to earth near the lake in League Island Park in front of the hospital.

### ROTOR JUST MISSES VET

About 250 yards away, near where a Navy veteran was sunning himself on the lake shore, the tail rotor dropped. Oliver Rossini, of Easton, medical corpsman recently returned from the European theater, said he was watching the fuselage whirling through the air and did not notice the tail rotor until it struck the ground about 15 feet from him, digging a deep furrow in the earth.

The main rotor fell in a sandy area near a farm house almost ten blocks away, near Broad and Pattison sts. According to the Coast Guard, some parts of the wreckage have not yet been recovered and may be scattered in the vicinity.

### PARK GUARD HELPS PILOT

Park Guards and police kept milling crowds away from the wrecked parts of the plane until a Navy salvage truck picked up the debris.

Details as to the cause of the accident were not available, but Navy officials said they believed that the rotor of the machine broke loose.

First man to the rescue of the pilot was Park Guard James McLaughlin, who heard the sputtering motor and ran toward the scene of the expected crash. As Ensign Greathouse landed in the tree, McLaughlin assisted him in releasing the parachute straps.

### TAKEN TO HOSPITAL

A Navy station wagon arrived and the pilot was taken to the hospital for treatment of cuts and bruises.

The aviator dangling from the roof of the house on Juniper st. was first seen by 10-year-old Dennis O'Mahoney, of 1328 Bigler st., who was flying model airplanes in the street.

### I'M ALL RIGHT, SON

His face streaked with blood from a cut on his forehead, Seaman Smith said, "I'm all right, son; never mind me. See what happened to my buddy."

Dennis stopped Daniel Buck, of 2800 S. Iseminger st., a P. T. C. employe, and Harry Sinex, real estate operator at Juniper and Bigler sts., who, with Mr. Catanese and others, cut the parachute ropes and aided

the flier into another Navy station wagon.

### FIREMEN ARE CALLED

Meanwhile, Park Guard McLaughlin called the hook and ladder truck from Engine Co-12, 24th and Wolf sts. to disentangle the parachutes from the tree and the house top.

Among the many witnesses of the plane crash was Park Guard Sergeant Joseph Washart, who was on duty at League Island not far from where the fuselage half buried itself in the ground. He described the sputtering motor, the spinning maneuvers of the helicopter and the final explosion with the wreckage seeming to descend in a cyclonic twister.

The men injured in the crash are expected to be released from the Naval Hospital today, Navy officials stated.

Average Daily 603,358

# Helicopter Explodes in South Phila.

## Two Fliers Bail Out Safely as Crowds Gasp at Spectacle

Illustrated on Page 20

In view of hundreds of frightened, spellbound spectators, a Coast Guard helicopter exploded in mid-air yesterday afternoon shortly after the pilot bailed out to land in a tree on Broad st. near Bigler and a passenger parachuted to the rooftop of a house nearby.

The wreckage of the plane, which was on an experimental flight from Mustin Field in the Philadelphia Navy Yard, was scattered over a ten-block area in League Island Park, the Naval Hospital grounds and a field near the Naval Riding Academy.

### SPECTACULAR ESCAPES

Neither of the Coast Guardsmen who bailed out suffered serious injuries, but their spectacular leaps into the city streets attracted huge crowds and tied up traffic between Oregon ave. and the Navy Yard.

Ropes on the parachute of John Smith, aviation machinist's mate third class, of the Bronx, N. Y., passenger in the helicopter, became entangled on the parapet of the home of Mario Catanese, at 2920 S. Juniper st. The man dangled in the arway of the front porch several feet from the ground until he could be cut down.

Ensign John Greathouse, U.S.C. G. Reserve, of Mar Vista, Calif., the pilot, landed in a tree in front of a restaurant at Broad and Bigler sts. in sight of the throngs who saw his parachute billow immediately after the explosion of the plane.

Hundreds of residents and work-

Continued on Page 15, Column 4



# Scuttlebutt

854-6370

VOL. 11

JANUARY, 1979

NO. 1

## OUR LAST TWO ACTIVE DUTY NAP'S



Pictured above are, from left to right: R. K. Jones, Ross Jordan and John Greathouse.

# Silver Eagles Association, Inc.

Frank Culley .....President Emeritus

## NATIONAL OFFICERS:

L. Elmo Baldwin .....President  
Charles E. Fosha .....Executive Vice-President  
Douglas R. West .....VP Membership  
Bill Hill .....Assistant VP Membership  
Bill Corbett .....VP Morale & Personal  
Wm. J. Bobek .....VP Historian  
Art Grebe .....(Editor); VP Communications  
Stewart Adams .....VP HQ Activities  
"T" "C" Taylor .....Chaplain

MEETS: 1st Friday of 3rd month of each Quarter.

NATIONAL OFFICERS: 1st Thursday of each month.

## SAN DIEGO:

Willy Bonsack .....President  
Jim Knapp .....Vice-President  
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Frank Sarris .....Treasurer

MEETS: 2nd Saturday of the 2nd month of each Quarter.

## DALLAS:

Don Breedlove .....President  
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MEETS: 2nd Saturday of the 2nd month of each Quarter.

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George Davidson .....President  
A. Marshall .....Vice-President  
P. M. "Red" O'Laughlin .....Secretary  
A. E. Medefind .....Treasurer

MEETS: 2nd Friday of the 3rd month of each Quarter.

## NORFOLK:

Ray Newman .....President  
Larry Hansen .....Vice-President  
George Weber .....Secretary  
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MEETS: 3rd Tuesday of each odd month.

## SAN FRANCISCO:

Fred E. Tankersley .....President  
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H. M. Stith .....Secretary  
Harry Edmondson .....Treasurer

MEETS: 3rd Saturday of 1st month of each Quarter.

## WASHINGTON D. C.:

E. W. Myers .....President  
J. B. LaPerche .....Vice-President  
John Beaton .....Secretary  
R. B. Johnstone .....Treasurer

MEETS: Last Saturday of 1st month of each Quarter.

## SEATTLE:

R. V. "Bucky" Harris .....President  
Paul Koch, Jr. ....Vice-President  
G. W. Snoddy .....Secretary  
Marvin Hart .....Treasurer

MEETS: 2nd Saturday of the 1st month of each Quarter.

# The President Speaks

Several hundred Eagles crossed large bodies of water, came out of the woods and down off mountain tops and crossed burning deserts in order that they could attend our 14th Annual in Pensacola. Congratulations to those that made it, you will be glad you did. To those that couldn't make it I say better luck next time and I hope to see you at the Jack Tar in San Francisco this coming October.

May I at this time take the opportunity to express my sincere appreciation to our Headquarters Staff and to all Wing Officers for their splendid efforts and unselfish support to this office during the past year. To Mr. Silver Eagle, for 1978, Art Grebe, I am most grateful for his loyalty and dedication to the SEA cause. To his wonderful wife, Gloria, we all say thanks for letting him do all these things for the SEA.

Fraternally,



# Chaplain's Corner

## OLD FRIENDS

If old things serve to remind us of experiences of the past, old friends serve us even better; They are living continuity from the past, accompanying us into the uncertainties of the future.

Like old shoes, they are comfortable. They have been broken in, so that they don't rub or pinch the peculiar joints of our personalities. Like old shoes, their souls fit our souls, and they support us even if we're heels.

We may leave an old pair of shoes in a closet for months and wear only our new and dressy ones, but when we go back in a casual time and put on the old ones, we're pleased to find that they retain their shape, which conforms to ours. Likewise, we may leave an old friend for months or even years and disport ourselves with new and dressier acquaintances. But for ease and casualness, we go back and take up with our old friends where we left them off, and find they, too, still hold their old shapes, which are so compatible with ours.

With good, long-time friends, we have shared the development of our lives. They have watched us or helped us mature. They have listened to our noises and our silences, usually understanding pretty well what they mean. Having seen us at our best and worst, they generally choose to remember the best and forget the worst. Real friends are generous that way.

Old friends are harder to hang onto in the more transient lives we live today. We or they move away, to new places or to new lines of work. New interests make us more remote from them. But we never lose them, because by then they have become part of us.

Thank God each day that you live for the privilege and treasure of OLD FRIENDS.

T. C. Taylor, Chaplain.

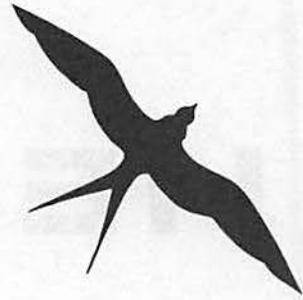
# HE DID IT AGAIN



Master Chief Petty Officer John Pershing GREATHOUSE, last remaining enlisted Coast Guard Aviation Pilot re-enlisted for another three-years' hitch on October 17, 1974. One of a rare breed of Chief Aviation Machinist's Mate - Aviation Pilots of World War II, John Greathouse passed his own record of 12,000 flight hours in the Spring of 1973. Prior to that he was the first pilot to achieve 10,000 hours of flight time, which no other Coast Guard aviator has yet reached and probably never will.

ADCMP - AP GREATHOUSE entered Coast Guard boot training in October 1941, and as a Seaman first served at Fort Point Lifeboat Station, California. A year later, he entered flight training and graduated as Chief Aviation Pilot from the Naval Aviation Training Center, Pensacola, Florida in August 1943, during World War II. Enlisted men have not been trained as pilots since the war (WWII). ADCMP - AP GREATHOUSE HAS SERVED AT VARIOUS COAST GUARD AIR STATIONS, has held commissions on two occasions and instructed many junior pilots in the fine art of flying. Master Chief Petty Officer GREATHOUSE is presently assigned to the Coast Guard Aviation Training Center, Mobile, Alabama.

# AN/AYN-1



## AN/AYN-1 NAVIGATION COMPUTER NOTES:

Ref: (a) CG-273-124-1, AN/AYN-1 Operating Instructions

### General

The AYN-1 Navigation System is a special purpose computer which processes navigation sensor data and displays the results as visual steering cues, guidance commands to an autopilot, and alphanumeric information. At its inception the AYN-1 was a lightweight computer system, and Coast Guard Aviation's first attempt at automated navigation. Advances in electronic technology have rendered the AYN-1 somewhat archaic and heavy by comparison. Nevertheless, with properly maintained sensors it is still able to adequately perform its designed mission.

NAVIGATION MAP DISPLAY ID-1419/AYN-1

NAVIGATION  
DISPLAY  
ID-1418/AYN-1

NAVIGATION  
CONTROLLER  
C-7133/AYN-1



Figure 1. AN/AYN-1 Computer

The Commandant of the United States Coast Guard  
takes pleasure in commending

**JOHN PERSHING GREATHOUSE  
MASTER CHIEF AVIATION MACHINIST'S MATE  
UNITED STATES COAST GUARD**

for service as set forth in the following

**CITATION:**

"For meritorious performance of duty on 1 June 1962, while serving as Aircraft Commander of WF2G CGNR 1315, engaged in locating the "P/C Phoebe" which was reported out of fuel and lost in the vicinity of Cape Flattery. When apprised of the emergency, GREATHOUSE departed the Air Station, Fort Angeles, and upon arrival at the scene, with the use of the aircraft ADF, quickly located the vessel anchored off shore approximately two miles northwest of Cape Alava, Washington. In spite of rapidly deteriorating weather conditions with winds of gale force and low visibility in rain squalls, he remained in the area for nearly four hours, flying at night under intermittent instrument conditions between three hundred to five hundred feet altitude, keeping the "Phoebe" in sight as much as possible and directing a rescue vessel to the scene. Although it was necessary to operate the plane close to high cliffs along the shore line, in addition to the hazardous weather, GREATHOUSE persevered and guided the CC-86435 through rough seas to the "Phoebe". His initiative, skill, sound judgment and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

GREATHOUSE is hereby authorized to wear the Coast Guard  
Commendation Medal.

E. J. ROLAND



Greathouse with his flying machine

Photo by Tim Hickman

# Donation Of \$15,000 To Library

NORFOLK—The Norfolk Public Library will receive \$15,000 in annual donations to the new Audio-Visual Department over the next three years.

Arthur M. Kirkby, library director, said the funds are being donated to the Health-Recreation Planning Committee by the Norfolk Foundation for the Friends of the Norfolk Public Library.

Each donor will contribute \$5,000 yearly for a total of \$15,000 over the life of the gift.

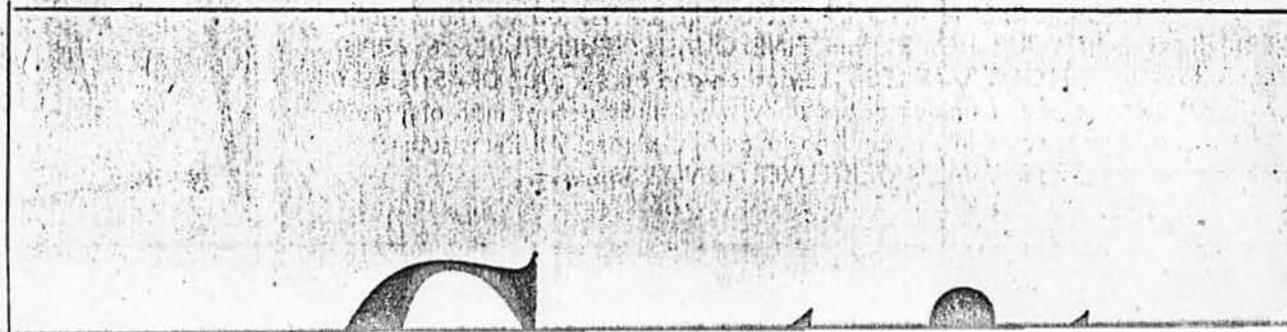
The gift will be used to purchase audio-visual materials, mainly films, in the field of life education for the library's Feldman Audio-Visual Department.

## Gift Thank-Yous

NORFOLK — Acknowledgments will be mailed to donors at the end of December according to fund officials.

The funds stands at \$7,000 and contributions may be made.

# Coast Guard's Legend Outlives TV's Best Pilots



# Coast Guard's Legend Outlives TV's Best Pilots

By JOHN ENNIS

Special to The Virginian-Pilot

ELIZABETH CITY, N.C.—John Pershing Greathouse climbed into the cockpit of his first military aircraft when most of today's middle-aged generation were gathered in front of radios listening to the thrilling adventures of Jack Armstrong, Sky King, and Hop Harrington.

The year was 1942 and America had gone to war two months after the young seaman from Willis Point, Tex., enlisted in the Coast Guard.

That was 31 years ago. Today most of the pilots who flew in World War II have hung up their military flight gear and the three radio heroes are but fading memories.

Last month, Greathouse, who is now a chief petty officer and the only enlisted pilot in the Coast Guard, logged 60 hours piloting Grumman HU-16 seaplanes.

"Most of my flight time is spent flying water pollution and ocean temperature missions, the softspoken 55-year-old resident of Elizabeth City remarked as he lit one of his infamous cigars.

"Yea. And he also spends a lot of time teaching dumb junior officers how to stay alive in the sky," chuckled Lt. Terry Beacham of Kitty Hawk. "If you want to learn to fly the HU-16, Greathouse is the man to teach you, but watch out when he lights one of those cigars in the cockpit."

During his pre-cigar period, Greathouse spent several dec-

ades flying search and rescue missions and seeking out enemy submarines.

He was commissioned twice but was forced to revert back to enlisted status because of budgetary cutbacks. Many enlisted pilots experienced the same problem and quit the service. Greathouse remained in uniform and made aviation history.

The date was Sept. 25, 1945. Greathouse was piloting one of the early models of military helicopters over Philadelphia. Without warning the main rotor blade spun off the helo and flew into space. Greathouse decided it was time to make his first and last parachute jump.

"I landed at the intersection of Broad and Bigler streets much to the surprise of pedestrians. The helicopter came down several blocks away," he said. "Needless to say, it is my most memorable experience in 31 years of flying."

As far as he knows, Greathouse is the only pilot to arrive in the City of Brotherly Love by parachute and the experience helped make him a legend in the Coast Guard. But like many legends, truth often becomes obscured by fiction.

Most Coast Guard aviators believed that Greathouse quit flying helicopters after his Philadelphia experience, but it wasn't until six years later that he traded his rotors for the fixed-wing HU-16.

Greathouse has outlived and outflown most of the aircraft ever used by the Coast Guard. During the past 31 years, he has logged an incredible 12,000 hours flight time with more than 9,000 behind the controls of HU-16s. Coast Guard officials say this is a record that will never be equaled.

As for the future, "I'd like to open a McDonald's hamburger stand in a small town. Owning my own business would be an exciting challenge. Look up in the sky! It's super burger."

## Beach Man

U.S. D.

# Cut

## Open-Air COUPON

Here is my check for \_\_\_\_\_ and postage-paid \$\_\_\_\_\_

be opened:

- In my name only
- Jointly with \_\_\_\_\_
- In trust for \_\_\_\_\_
- Other (specify) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Phone \_\_\_\_\_

Signature \_\_\_\_\_

Mail to: Mutual Fed  
P. O. Box 181

and join  
will ea  
at Mut

## Swimming Class Jan. 8

NORFOLK—The W. W. Houston Boys Club, 3401 Azalea Garden Road, will begin its winter swim program Jan. 8.

The club will offer beginner, advanced beginner, intermediate, and swimmer instruction.

All lessons will be taught by Red Cross water-safety instruc-

# Greathouse Recalls First Copter Jump 27 Years Ago

By JOHN RABHERRY

Chief John Greathouse arrived in Philadelphia 27 years ago yesterday.

No, he isn't an Indian and he didn't ransack and pillage that Pennsylvania city.

So what is so great about someone arriving in Philadelphia 27 years ago? People do that everyday.

The fact, that Greathouse, an enlisted pilot stationed at the Elizabeth City Coast Guard Air Station, made a stop off in Philadelphia is of little interest, but how he did it is a different matter.

During what later proved to be his very last stint at the controls of a whirlybird, Greathouse bailed out of an ailing copter over Philadelphia's skyline.

Greathouse and a flight mechanic, John Smith, were running radar calibration tests for a ship tied up at the harbor when the bolts holding the helicop-

ter's rotor assembly broke loose. Then the rotor fell off.

Getting down to earth from an altitude of 5,000 feet is best done slowly. Greathouse and Smith thought so, too, and buckling on parachutes they had brought along for conversation pieces, the two bailed out.

During the 27th annual recounting of the adventure yesterday, Greathouse said he passed the erring rotor assembly on the way down.

The 5,000-foot drop "wasn't too bad" but when he landed and sprawled somewhat awk-

wardly at the intersection of Broad and Bigler Streets in Philadelphia the slight no doubt scared quite a few passing motorists. "I'm afraid they were force to stop rather suddenly," Greathouse noted solicitously. He admitted that

(Continued on Page 10)

## Two Are Injured In Local Wreck

Two persons were injured in a one-car wreck early yesterday morning on U.S. 17 south of

## Greathouse

(Continued from Page 1)

he also was a little shaken up by the ordeal.

Neither Greathouse or Smith was injured, but a still befuddled motorist rushed them to the hospital where the duo spent the night.

Next day their commanding officer threw a champagne party in their behalf. Greathouse had one other honor coming to him.

Mainly because he jumped out of the ailing craft before Smith, Greathouse has the dubious distinction of being the first man to parachute from a helicopter.

To ensure that he doesn't become the last man to bail out of a helicopter Greathouse hasn't set foot in one since.

In the 27 years following his feat, Greathouse has added another first to his budding collection. He recently became the first Coast Guard pilot to log over 11,000 hours flying time.

This achievement and the helicopter caper, plus yet a third stunt promise to give Greathouse's name long life in the annals of American military legend.

The third annual reunion of Coast Guard active duty enlisted pilots was held last year at the Elizabeth City Coast Guard Air Station.

Greathouse, the host, was the only person who showed up. This was logical enough because he is the only Coast Guard enlisted pilot on active duty. But despite the lack of a sizeable crowd at the reunion, Greathouse noted, a good time was had by all.

A 31-year Coast Guard veteran, he spends most of his time now piloting HU-14 and C-130 rescue planes on training and search and rescue flights.



JOHN GREATHOUSE

# Chief Greathouse Holds Reunion

By PETE STODDARD  
Advance Staff Writer

Chief Greathouse isn't an Indian.

Instead, he's the first person ever to parachute out of helicopter. And that was over Philadelphia.

"If I had been another city block up it would have been into the skyscrapers and I surely wouldn't be alive today," he says.

Greathouse is also the only Coast Guard pilot with over 11,000 hours flying time.

He is used to being an "only".

Two weeks ago the Elizabeth City Coast Guard Air Station was the scene of the third annual Reunion of Coast Guard active duty enlisted pilots.

Greathouse was the only man there for the reunion. That might be because he is the only Coast Guard enlisted pilot on active duty.

"It was sort of a joke," the chief said.

"I sent in a notice to the Navy Times that we'd have a reunion and they published it."

But the chief couldn't help signing the reunion notice Juan P. Casa Grande, his name in Spanish.

It might have been for the same reason that Greathouse

tried the first jump from a helicopter.

I couldn't stay in it, so I jumped out of it," says Greathouse.

He had gone up on the morning of Sept. 25, 1945, to calibrate the radar for a bat-

tlefish in the Philadelphia Harbor.

Just by coincidence the chief had parachutes aboard the copter.

"We were up 4,000 feet when the whole rotor assembly fell off. Normally just one blade will

fall off and then the helicopter will shake so much that you can't jump," said Greathouse.

"But we were lucky--the whole thing came right off," he said.

So Greathouse jumped casually into the Philadelphia skyline with his copilot.

Would he do it again?

"To tell you the truth I haven't been in a helicopter since."

In stead, ADCMAP John P. Greathouse, which means Master Chief Aviation Mechanic and Aviation Pilot in Coast Guard, flies HU-16 and C-130 rescue planes on training and search and rescue flights.

Last May, Greathouse logged his 11,000th hour on a training flight with Lt. Curt Olds.

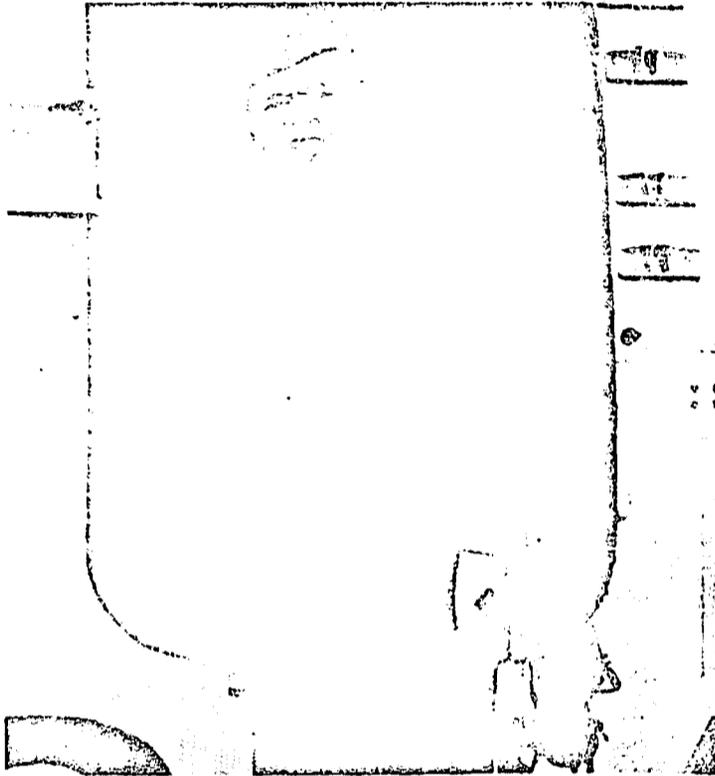
It might not have been unusual except that Olds had been born October 10, 1941 the day Chief Greathouse enlisted.

"It was just like today," the chief said about his enlistment.

"I was trying to dodge the draft so I figured I'd take my chances with the Coast Guard," he said.

Six months later the Coast Guard gave Greathouse a chance to fly. For that reason he's stayed in for the past 33 years.

"I've been commissioned an



GREATHOUSE, THE "ONLY"

## Greathouse

Continued from Page 1

officer a couple of times," the chief said.

"But if I had stayed an officer I wouldn't be flying now. So I don't mind being an enlisted pilot," said Greathouse.

When he started flying at the age of 20, there were only 40 Coast Guard pilots. Now there are 600 and the Coast Guard has taken over the job of all air search and rescue missions.

Navigating, especially over the seashore, was a rough proposition when Greathouse started flying. Sophisticated radio communication and Loran were non-existent.

"It was a real temptation not to follow train tracks when we got lost," said the chief.

"But they always told us not to do that because we might hit an Air Force plane coming the other way," he said.

So the chief would solve the problem by tuning the local radio stations to find out where he was.

"But a lot of times you're not really lost," said the expert enlisted flyer.

"You just don't know where you are," he said.

The Daily Advance

Front Page

20 Aug 1971

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JOHN GREATHOUSE

Daily Phoenia 9-26-72

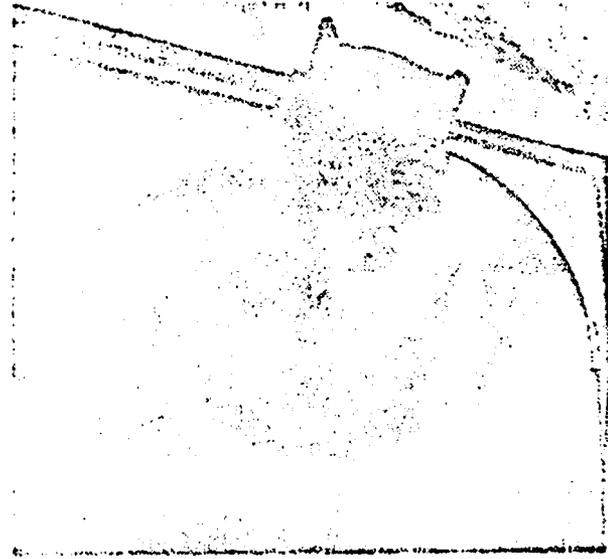
DAILY ADVANCE 2/7/73

1412



**PRACTICE MAKES PERFECT** — ADCM John P. Greathouse, the Coast Guard's only enlisted pilot, prepares for a helicopter trip from Coast Guard Air Station, Elizabeth City. Engine trouble forced him to bail out of a helicopter some 30 years ago. Shown here, he is apparently practicing that same maneuver before his first chopper flight in as many years. The chief landed safely in Norfolk, Va. a short while later - this time inside the aircraft.

Virginian-Pilot, Saturday, Feb. 10, 1973 A3



Greathouse is alive and well. (UPI)

## 'Flying Peon' Up in Air About Foggy Reporting

ELIZABETH CITY (UPI)— Master Chief Petty Officer John P. Greathouse of the Coast Guard Air Station here says he hopes that the people who make out his paycheck haven't been reading the newspapers lately.

Greathouse notes that according to news reports, he doesn't exist.

He is taking exception to stories earlier this month saying that the last enlisted pilots in the military services, known as "Flying Peons," had retired.

The reason that the Coast

Guard NCO is objecting to the stories is that he's a pilot and still makes daily flights with HU16E seaplanes from here on search and rescue missions.

Actually, the Coast Guard said in a news release Friday, he's not only an enlisted pilot in the Coast Guard but he's also the sole remaining enlisted pilot in the Coast Guard.

The Coast Guard says there also are three enlisted pilots left in the Navy. The pilots that were mentioned in the news reports earlier this month were Marines.

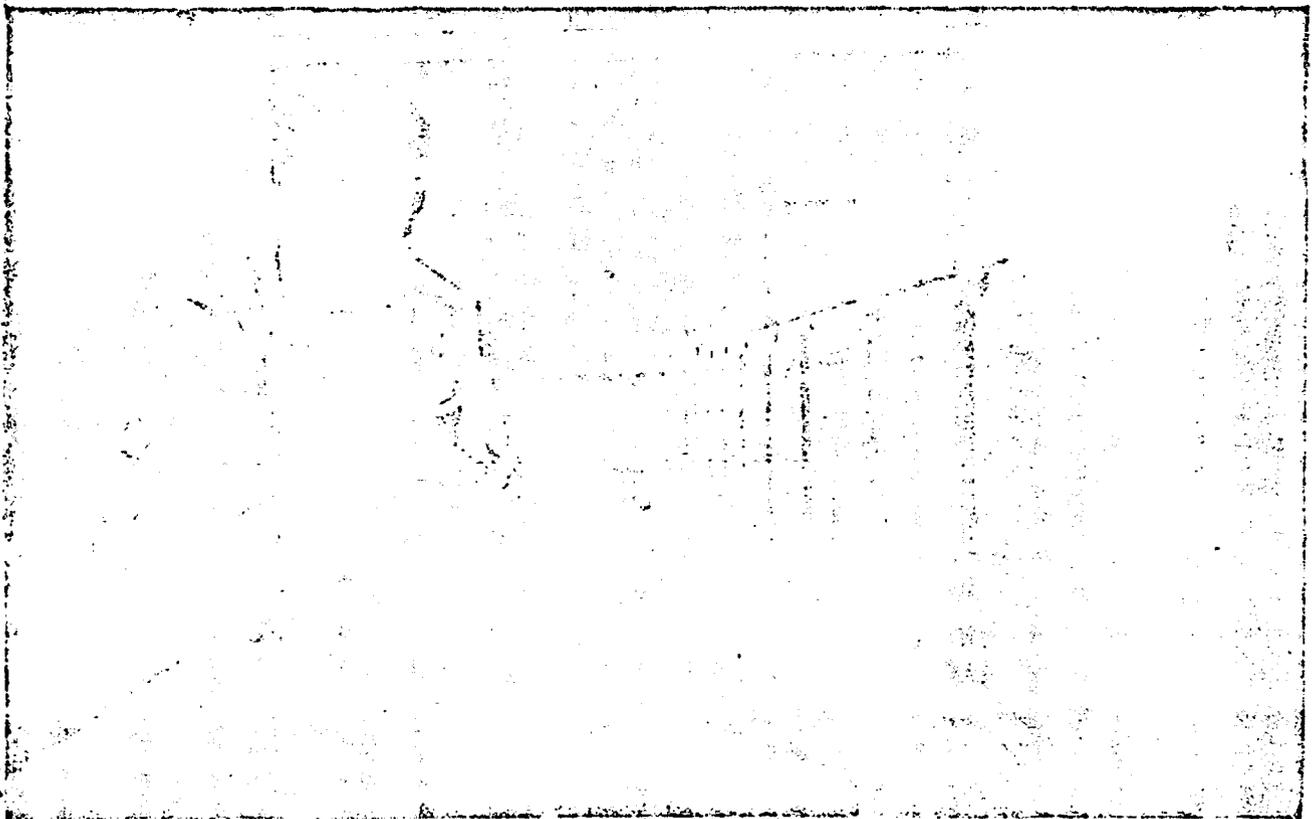


ADVANCE 4/14/73

**BREAKS OWN RECORD** — Master Chief Petty Officer John Greathouse recently passed the 12,000 hour mark, a flight time record unequalled by any other Coast Guard pilot. Some time ago he became the first to achieve 10,000 flight hours, a milestone yet to be reached by his fellow USCG aviators. He was honored with a small celebration in the Air Station hangar.

Virginian Pilot,  
Thurs. 4/11/74

Photos by Tim Hickman  
(Full feature page)  
distributed by Kesey.  
Pictures furnished



CHIEF PETTY OFFICER Greathouse holds a class in the Ready Room at the Coast Guard Station, Elizabeth City, N.C., before going on a training mission.

## The Sky's His Limit

### Veteran Pilot Is High on the Coast Guard Despite Downward Trends

WORLD WAR II pilots, like B29s, ought to have faded away, but don't try to tell that to John Pershing Greathouse. The 55-year-old, cigar-smoking Coast Guardsman, is still teaching junior officers how to stay alive in the sky, 31 years after he climbed into his first cockpit.

"Most of my time is spent flying water-pollution and ocean-temperature missions," explains Greathouse, but he still is involved in flight training despite being an enlisted man. The chief petty officer was commissioned twice but had to

revert back to enlisted status because of budgetary cutbacks.

Greathouse has outlasted most of the aircraft used by his service branch. On Sept. 25, 1945, he parachuted into downtown Philadelphia when the main rotor blade on his early model helicopter fell off. There was nothing to do but jump.

"I landed at the intersection of Broad and Bigler streets, to the surprise of pedestrians," he recalls. "The helicopter came down several

blocks away. Needless to say, it is my most memorable experience in 31 years of flying."

THOSE YEARS have seen Greathouse pile up an incredible 12,000 hours of flight time with more than 9,000 of them at the controls of HU-16s, called "goats" because of erratic behavior in the air. They were finally banned from landings and takeoffs on water because of the risk involved.

As for Greathouse, he'll retire someday perhaps to run his own hamburger stand.



1974

## IN MEMORIAM for ADCMAP John Pershing Greathouse, USCG - the last enlisted Coastie pilot

Photo depicts ADCMAP John Pershing Greathouse (right) reenlisting for three more years in 1974.

~ In Memoriam for ADCMAP John P. Greathouse, the last Coast Guard enlisted pilot ~

ADCMAP John P. Greathouse, 86 and a retired Coast Guard pilot, died on August 30, 2005, at Biloxi, Mississippi from complications from Alzheimer's disease. Mr. Greathouse was born in Wills

Point, Texas and lived in Biloxi for 26 years. He was a Coast Guard World War II veteran and attended Texas A&M University.

A man of very humble beginnings, he accomplished many records for the U. S. Coast Guard. He entered Coast Guard recruit training in October 1941 and served at the Fort Point Lifeboat Station, CA, as a Seaman 1st Class. A year later he entered flight training and graduated as an Aviation Pilot from the Naval Aviation Training Center, Pensacola, FL, in August 1943.

On September 25, 1945, while on temporary duty at Coast Guard Air Station Brooklyn, he and AD3 John Smith bailed out of their HOS-1G helicopter over Philadelphia after control of the helicopter was lost due to heavy winds. This was the first ever bailout from a helicopter.

He passed his own flight-time record of 12,000 hours in 1973 and had the most flight hours on record at the time of his retirement in 1979. He was the last enlisted Coast Guard pilot.

Mr. Greathouse is honored at the Naval Air Museum in Pensacola, and alongside the Wright Brothers at Kitty Hawk, N.C. The Coast Guard Aviation Training Center in Mobile, AL dedicated its main boulevard after him.

Mr. Greathouse was preceded in death by his brothers, Hubbard and Reginald Greathouse. Survivors include his beloved wife of 58 years, Doris R. Greathouse, and four loving children and a grandson, Terre Matranga, John Greathouse Jr., Gina F. Greathouse, James F. Greathouse and Matthew Greathouse.

Family services were held at Bradford-O'Keefe Funeral Home on Pass Road, Biloxi with Church of Christ Minister Roger Mills on September 23, 2005. He was laid to rest at Biloxi National Cemetery. He is greatly loved by his family and will be sadly missed.

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post a comment

**Don Boyd**

11-Feb-2008 06:24

Thank you for that correction. I only copied the article into the description not knowing of the Navy's enlisted pilot retiring later. I have made corrections.

Don

**Guest**

11-Feb-2008 05:57

I wasn't aware that Master Chief Greathouse had joined the Great Majority. Fair Winds and Following Seas for one of the legends, the Naval Aviation Pilot. However, he wasn't the last Enlisted pilot, that distinction goes to Master Chief R. K. Jones USN (NAP Jones) who retired in 1981.

# NAVAL AVIATION PILOT PROFILE

50

PLEASE COMPLETE THIS FORM AND ENTER (ON AN ADDITIONAL SHEET) IN CHRONOLOGICAL ORDER, ALL SHIP, STATIONS AND UNITS WITH DATES, EVEN IF APPROXIMATE, TO WHICH YOU WERE ATTACHED.

DATE 5-28 198 87

NAME GREATHOUSE JOHN P. SSN 458-14-9025  
(Last) (First) (Initial)

SERVICE NO. 238-071

PLACE OF BIRTH WILLS POINT, TEXAS DATE 11-23-18

PERMANENT ADDRESS 215 SUNSET BLVD, BILOXI, MS. 39531

CURRENT ADDRESS SAME AS ABOVE

TELEPHONE NUMBER (Include Area Code) 601-432-8148

WIFE'S NAME DORIS R GREATHOUSE CHILDREN TERRE Jo. 35

JOHN P, JR. 30, GINA F. 28 JAMES E. 26

ENLISTED, NAVY, USMC, (USCG) LOS ANGELES, CALIF. DATE 10-10 1941  
(Place)

ENLISTED RATINGS HELD SA SEA 3/4 SEA 1/2, API, CAP, ADCAP ADCSAP ADCAP

DATE DESIGNATED NAP AUGUST 6, 1943 NAP DESIGNATION NUMBER 134

FLIGHT CLASS NUMBER \_\_\_\_\_ TOTAL FLIGHT HOURS, MILITARY 14,146

TOTAL FLIGHT HOURS, CIVILIAN NONE

DATE OF COMMISSION (First) 1 OCT 1944 (Subsequent) JAN. 15, 1947

DATE DESIGNATED NAVAL AVIATOR 1 OCT 1944 DESIGNATION NUMBER 334

OFFICER RANKS HELD ENSIGN, TWICE,

DATE MILITARY (Discharge) \_\_\_\_\_ (Retired) FEBRUARY 22, 1979

PRESENT RANK/RATING (Retired/Other) ENSIGN

PREPARED BY John P. Greathouse

Duty Stations for John Pershing Greathouse  
Original at Naval Aviation Museum, Pensacola, FL

Port Townsend, Wash. Boot School October 1941  
Treasure Island November 1941  
Fort Point, Lifeboat Station, San Francisco, Cal. December 1941 to Sep 1942  
Groose Ile, Misch Oct 1942 to March 1943 Primary Flight Training  
Pensacola April 1943 to August 6, 1943 flight training.  
Cgas San Francisco August 1943 to September 1946  
CGAF, May Port, Fla to January 1947  
Coast Guard Academy, New London, Conn Feb to May 1947 OCS  
Mayport, CGAF June 1947 to August 1947.  
CGAS, Miami Sept 1947 to Sept 1948  
Rotary Wind Development Unit, Elizabeth City October 1948 to March 1950  
CGAS, Elizabeth City, April 1950 to August 1951.  
CGAD, Guam, M.I. September 1951 to September 1953.  
CGAD, Biloxi, MS. 1953 to April 1956.  
CGAD, Kodiak, Alaska May 1956 to December 1957.  
CGAS, San Diego, Cal. January 1958 to July 1960.  
CGAS, Port Angeles, Wash. August 1960 to July 1964  
CGAD, Biloxi, MS. August 1964 to December 1966.  
Aviation Training Center, Mobile, Ala. Jan. 1967 to April 1969.  
CGAS, Elizabeth City, N. C. May 1969 to December 1974  
Aviation Training Center, Mobile, Ala. January 1975 to Feb. 22, 1979  
and retired.  
went through Helicopter School in 1944 and 1945 in Floyd Bennet  
Went thru CAA instrument flight school in Houston in 1944.

JOHN P. GREATHOUSE - LAST C. G. ENLISTED PILOT

Greathouse enlisted in the U.S. Coast Guard on October 10, 1941. After "boot school" at Port Townsend, it was on to Treasure Island and ten months duty at Lifeboat Station, San Francisco. He entered flight training at Grosse Ile in October of 1942 and then to Pensacola as Seaman First Class and was advanced to RPlc upon graduation in August of 1943. He flew ASW, Search & Rescue out of San Francisco during WW II and was commissioned Ensign on October 1, 1944.

He was the first pilot ever to parachute out of a helicopter. This was on September 25, 1945 and he and his "mech" John Smith landed at the intersection of Broad and Bigler streets in mid-town Philadelphia. The aircraft landed a few blocks away without endangering anyone on the ground. Parachutes were not required equipment in helicopters because of the near impossibility of a successful "bail-out."

\_\_\_\_\_

\_\_\_\_\_

In 1946 Greathouse was assigned to Mayport and reverted to enlisted pilot status. In 1947 he was commissioned for the second time and completed Officer Training at the Coast Guard Academy and reported to Miami CGAS. In September, however, he was again reverted back to CAP due to budgetary reasons. Had he continued as a commissioned officer, he surely would<sup>have</sup> been in non-flying status. For the next thirty years he served in many duty stations, during which time he accumulated an unmatched total of 10,000 hours in the Grumman HU-16. He also holds the record for the greatest number of flight hours by any Coast Guard - more than 13,500.

Another record was set when Greathouse received the Coast Guard's "Ancient Albatross" Award in 1977. The Award was established in 1966, when Coast Guard aviation celebrated its golden anniversary. The award honors the Coast Guard pilot who has been on active duty for the longest time. The award is passed on when the incumbent retires. Greathouse is the only enlisted pilot to receive the award. Upon his retirement after 37 years of active duty, he relinquished the award to CAPT William D. Harvey, USCG.

As he left the Coast Guard, Greathouse set records that are very unlikely to be surpassed.

...THE COVER

My heart leaped up when I beheld those two resplendent guys.

The above take-off on the Poet Wordsworth's--"My heart leaps up when I behold a rainbow in the skies."

As Mr. Wordsworth's EKG skipped a blip when he beheld the glory of the rainbow my heart also did an in-place-halt when I beheld the resplendly uniformed Master Chief Petty Officers Robert K. Jones of the Navy and John P. Greathouse of the Coast Guard as they attended the banquet at the Tenth Annual Convention of SEA. These two Naval Aviation Pilots are the last two remaining on active duty. The Marine Corps retired four Master Gunnery Sergeant NAPs 1 February 1973, the last Marine enlisted pilots on active duty.

The scintillating golden, wrist-to-elbow, good conduct stripes on the left sleeve, above which the CPO chevrons of gold with the perched SILVER EAGLES, were doubly distinguishable by the twinkling two silver stars of the Master Chief Petty Officer, above the wing tips. The row-on-row of colorful campaign ribbons on each man's chest added sheen to the spectrum. One could feel the exultation of



—SEA-LEBRITIES—



John R. Greathouse USCG at the controls of the "Albatross"



Robert K. Jones, USN, in Vietnam 1968

—ACDM/AP JOHN PERSHING GREATHOUSE—  
United States Coast Guard [Active]

—ACCM/AP ROBERT K. JONES—  
United States Navy [Active]

"Thirty four years in the United States Coast Guard. Thirty one years instructing junior aviators and re-enlisting for another three-year hitch." The foregoing is the lead on a Coast Guard news release dated 17 October 1974.

John Pershing Greathouse was born in Wills Point, Texas 23 November 1918. Graduated from Quinlan, Texas High School in 1938 and attended Abilene Christian College and Texas A&M University through 1940 and enlisted in the U. S. Coast Guard 10 October 1941.

Chief Greathouse is an 'only' man. He is the only Coast Guard pilot to amass 12,000 plus, flying time, which no other Coast Guard aviator has ever reached "and probably never

(Continued on Page 8)

Nearing 32 years in the Navy—10,000 hours, plus, flying time and bucking for forty, is the enviable position of Master Chief Air Controlman Robert K. 'NAP' Jones whose present duty station is OMD, Rota Spain. Jones is the last Naval Aviation Pilot on active duty in the Navy. His running Mate Master Chief Machinist Mate John P. Greathouse, U. S. Coast Guard, is featured elsewhere in this issue.

First off—we'll designate Chief Jones with the monicker picked by his shipmates in his maintenance division in Rota, Spain. The nickname is "NAP" and is so apropos. It is not known whether the label comes from his designation N.A.P. or his habit of napping on final. His standard pre-landing

(Continued on Page 8)

(Continued from Page 7 Greathouse)

will", to quote another USCG news release. He was the first pilot ever to parachute out of a helicopter. That was 25 September 1945. He and his 'mech' landed at the intersection of Broad and Bigler streets in midtown Philadelphia. He and his mechanic, John Smith, were running radar calibration tests for a ship tied up in the Delaware when the entire rotor assembly flew off. To this date John doesn't know why he put parachutes in that chopper prior to takeoff. But, providence has had much to do with his entire career. Greathouse is the *only* attendee at the annual Reunion of Coast Guard Active Duty enlisted pilots. And he is the *only* Naval Aviation Pilot left on active duty in the Coast Guard.

Let's get back to the year-by-year career of this illustrious NAP. After boot school at Port Townsend, Washington thence to Treasure Island and 10 months duty at a Lifeboat Station, San Francisco, he entered flight training at Grosse Ile, Michigan 22 October 1942 and checked in at Pensacola in April 1943 as a Seaman First and was advanced to API in August on graduation. He flew ASW, Search and Rescue flights out of San Francisco during WWII and was commissioned Ensign 1 October 1944. When he bailed out of the helicopter in 1945 he says, "Contrary to what has been reported, nobody told me to take a parachute, unless it was God." There are two other variables about the bail-out. If the entire rotor had not separated from the craft and left one blade remaining, the extreme vibration would have prevented the extrication from the crippled chopper. The other is that another few flight seconds more and the stricken craft would have been over the skyscraper area of Philadelphia that would have made the jump much more hazardous. The stricken helicopter landed a few blocks away from the crew landing without endangering the populous city. In 1946 he was transferred to Mayport, Florida and reverted to CAP. In 1947 he was commissioned for the second time and completed Officer Training at The Coast Guard Academy after which he reported to CGAS, Miami, Florida. In September of '47 he was again reverted and ~~was promoted~~ back to CAP due to budgetary reasons. The second reverting back to Chief Aviation Pilot was indeed a 'promotion' for John Greathouse as his continuance as a commissioned officer would surely have been without flight status. From 1948-51 he flew out of the CGAS, Elizabeth City, N. C. He then spent two years on the island of Guam and then back to CGAS, Biloxi, Mississippi until 1956. He then served eight months at Kodiak, Alaska and a two-year tour at "Dago" followed. A four-year stint at Port Angeles, Washington CGAS and back to Biloxi through 1966. Greathouse then went to CGATC at Mobile, Alabama for three years and then back to Elizabeth City, N. C. until the present time. But as this is being written the Greathouse family is due for another migration, 28 December 1974, back to Biloxi, Mississippi. From a TELCON with John, recently, the orders to Biloxi is 'throwing-the-rabbit-back-in-the-briar-patch' as Biloxi is his favorite duty station.

Now as to the great Greathouse family. John and Doris Greathouse were married in Miami, Florida 10 October 1949. They are the parents of two daughters and two sons. Daughter Lieutenant Terre Jo Greathouse, USA, a graduate of Eastern Carolina University, Officers Training at Fort McClellan, Alabama, and Officers Signal Corps School, Camp Gordon, Georgia; is the aide to the CO at Fort Jackson, S. C. Lieutenant Greathouse recently won the beauty title of "Lovely Leader" at Fort Jackson.

John Pershing Greathouse, Jr., is a senior in high school and is prepping for some southern university. He is 18 years old. Sixteen-year old Gina F. Greathouse is a 10th grader and is planning on being a military nurse or professional tennis player. Fourteen-year old James E. Greathouse is in junior high and hopes that his tennis prowess will qualify him for pro ranks.

As for the decorations on the left breast of Master Chief Petty Officers John P. Greathouse and Robert K. NAP Jones—they are both very taciturn and very reluctant to communicate. We have learned, via news releases that Greathouse located a lost ship out of Port Angeles, Washington in 1962 and effected rescue operations. For this heroic action he was awarded the Coast Guard Commendation Medal. We also learned, via a postscript, on one of NAP's letters, by his wife Betty (BJ), that he has a collection of eight Air Medals. As for the rest of the 'fruit salad' that supports their *WINGS OF GOLD*, both Chiefs will say, "They came with the uniform".

(Continued from Page 7 Jones)

briefing includes. . . "wake me at minimums". . . Another 'shorty' that he answers to is ROB.

NAP entered the Navy from the Merchant Marine in March 1943 and became a plank owner on the AO 56 on eight trips across the Atlantic thence into the Pacific to run with Admiral Bull Halsey's TF 38 and Admiral Mischer's TF 58 until May of 1945 when he was accepted for flight training. His return to the mainland aboard a C46 and C54 aircraft was his first air experience. He was designated an NAP in 1947 and his first duty station was NAS Akron where he flew TBMs, F8Fs, R4D8s, Beech and J Birds. He did the majority of the ferrying for the station and can tell of some hairy happenings in getting PBVs in and out of Sand Point. He was also deployed with the first Reserve VA squadron and checked out in bombing and rocketry. He was carrier qualified with the first Reserve VA squadron to fly aboard a carrier in 1952.

After a few slow years at Quonset and Corpus he landed back in the ferry command and by 1960 he was qualified in 28 different type aircraft ranging from the E2, FJ, F9, A4, etc., to the P5M and almost the P6M. He was taxi cleared in the big Martin when the program was cancelled.

It was FASRON 200, Blackbushe, England and R4D8 from 1960 through 1963. Those were his three years of 98½ cross wind. One day he landed at Londonderry with an 80½ 35kt cross wind. The skipper was in the back end on the takeoff and complimented NAP on giving him a view of the centerline from over the wing tip. NAP says that Howie Anderson will verify this contention about Walker AFB.

The Jones family journeyed next to the 'Paradise of the Pacific' in 1964. By this time his family numbered his Irish wife Betty (BJ) and two sons Wenzel and (fittingly) Paul Jones. While Pappa Jones jockeyed transports about the Pacific, the two Jones youngsters were winning swimming medals at the station swim club and against such teams as Puna Hau, Wheeler Field, Schofield Barracks and Peart Harbor.

In '67 NAP moved his family to Denver and took his turn at NSA Saigon in Air Cofat flying R4D6-8 and US2B's. He was 'shot-up' twice and 'down' once. The down was on the

(Continued on Page 9)

# The USCG's Last NAP

By PAC Doug Bandos, USCG



USCG photo

MCPO Greathouse

When he was a seaman, Master Chief Petty Officer John P. Greathouse learned to fly and became a Naval Aviation Pilot First Class. After 37 years of active duty, he retired in January 1979 as the United States Coast Guard's last Naval Aviation Pilot (NAP). During his years as a WW II-era enlisted Naval Aviator, he logged more than 15,000 hours in the air and was one of the first Coast Guard Aviators to reach the 10,000-flight-hour mark.

Today, he speaks of his career with enthusiasm and candor. It was exciting, he admits, because there was always a variety of aircraft to fly and something interesting happening.

Greathouse made aviation news early in his career when he parachuted from his disabled helicopter and survived without significant injury — a few bruised knuckles. It was in 1945 and he was running radar calibration tests for a battleship in Philadelphia harbor in his single-rotor Sikorsky HOS-1G *Hoverfly*. He recalls that at 5,000 feet the rotor head assembly failed completely. Luckily, he had a parachute (which was not required by regulation). He jumped and landed on a sidewalk at Broad and Bigler Streets to the astonishment of downtown Philadelphia shoppers. He has not flown a helicopter since.

Now, four years after his retirement, he finds the Coast Guard Aviation program totally different.

A native of Wills Point, Texas, Greathouse entered the Coast Guard in October 1941 and reported to his first assignment at Fort Point Lifeboat Station, Calif. He entered flight training as a seaman and became one of the approximately 200 enlisted men designated NAPs in the Coast Guard.

He was interviewed recently at his home in Biloxi, Miss.

**NANews:** After a career of 37 years, you obviously liked flying in the Coast Guard.

**Greathouse:** Yes, I liked to fly, but I wasn't too enthused about going around and around in circles on patrol.

Recently there was a sudden storm in the Gulf of Mexico and the Coast Guard pilots were flying in almost gale force winds while on rescue missions. Was there any one particular flight in bad weather that you remember the most?

I went through a WestPac hurricane — a typhoon in that part of the world — but didn't realize it until I got home and someone told me. We were going from Okinawa to the Philippines and I was in back, navigating. Our heading was southwest but the plane was tracking straight south. It was hard to believe the LORAN when the winds were blowing you off course that much.

Did you believe the LORAN or use your own instincts?

Well, when you're going through thick clouds and the only thing you've got is LORAN, you have to depend on it.

The Coast Guard's new aircraft are well equipped today for navigation, compared to then. How well equipped was the last C-131 you flew in 1978?

The C-131 wasn't too well equipped. It had radar and the standard navigation equipment but nothing as sophisticated as today's aircraft.

In regard to flight hours, according to the records, you have logged over 12,000 hours of pilot time in the air.

Actually I've got more than 15,000 hours in the air but, because of the way it used to be recorded, you only got credit for a maximum of eight hours of flight time regard-

less of how long you were in the air. The excess was logged as special crew time.

Regardless of how it was compiled, it still remains as a major flying time achievement.

Yes, it's a lot for the average pilot in the Coast Guard since he will most likely fly for only 15 years unless he makes captain. And then, only if he is fortunate enough to stay in the aviation field.

Aren't there stringent flight regulations that limit the amount of hours a pilot can safely fly before he is exhausted?

That's the best thing that ever happened to guys like me. We enlisted pilots never got off the duty status list. The new regulations allowed pilots like me to be down on the ground long enough to get a little more rest.

Speaking of pilots, how many NAPs did the Coast Guard have that you know of?

I think there were just slightly over 200 when they stopped putting people into the program.

How did you become an enlisted pilot? Were you selected by choice, or was it chance?

When I joined the service, I didn't even know that the Coast Guard had any aviators. I was stationed at Fort Point under San Francisco's Golden Gate Bridge and I put in for the Army Air Corps. Shortly afterwards the Guard came out with a set of instructions on how to get into the aviation field, and six months later I was accepted.

You were the Coast Guard's last enlisted pilot, is that correct?

I was the last one on active duty, but I was not the last one to be trained.

Looking back on 37 years of service would you say that there were more risks during the early part of your career or the latter portion?

Well, I can safely say that after 1951 I never got involved in anything serious where there was a threat of danger. From about 1953 on I flew one type of airplane, mainly the HU-16. Before that, I flew the PBY along with a few hours in a P4Y and a JRF. The bulk of my hours, almost 11,000 of them, were in the HU-16 *Albatross* because that was the number one airplane in the Coast Guard for many years.

Since you have so many hours flying the Goat, as the HU-16 is called, you certainly are qualified to tell us how stable it was in landing on the water.

It was a good airplane and easy to land in fresh water or

sheltered water where it was fairly calm. I probably made more landings on water than on land in the HU-16, at least until the 1970s when Headquarters stopped the water landings.

What do you think of today's Coast Guard aircraft compared to those you flew years ago?

There wasn't much you could do with the older aircraft. The Coast Guard right now has some good airplanes, specifically those little *Falcon* jets which can stay out only four or five hours and yet cover more area than we would ever have considered. Not only that, but their whole search area can be programmed into the computer and the only time they have to actually fly the plane is when taking off or landing. It sure would have been nice to have something like that when I was flying long patrols.

Clearly there must have been a great deal of flying done by the seat-of-your-pants method.

That was true, so much so that there was no set way to fly. Every instructor taught the student a different way. There was no standardization and, when it came time for you to become the instructor, you taught the way you wanted to.

Do you feel that today's pilots are trained better than in your day?

Well, if you always had the same instructor, you'd become used to the way he flew and do it his way, and it wouldn't make much difference. But now you fly with different people all the time and you have to know what the other guy is going to do. That's why today's standardization system is so important and contributes to better training.

Since you have actively been involved in Coast Guard Aviation for a great many years, you have seen probably more changes than anyone else flying.

The two biggest changes have been when the Coast Guard came out with the pilot standardization program about 1962, and a policy called crew mission time. Basically, they made things safer by improving training with better regulation of flight time and crew rest.

When you see the newspaper headlines or the late night TV news and there is a story about a rescue made by a Coast Guard Aviator, do you ever wonder whether you could have done it in a different manner, or perhaps a better way?

It's hard to say without being in the situation at the time and having to make the decision on the spot. From my experience, every mission is different in one way or another and the pilot has to rely on his training and experiences and those of his crew if he is to do the best job he can. ■



(Photo by PA2 Reginald V. Reese)

## ***The Ancient Albatross***

MASTER CHIEF Aviation Machinist's Mate John P. Greathouse (right), an enlisted aviation pilot, assists Capt. William D. Harvey (left) into the traditional Ancient Albatross flight uniform with the help of Capt. Don S. Bellis. The honor is held by the Coast Guard aviator on active duty who has held that designation for the longest period of time. Greathouse, who is retiring after 37 years' active duty, is relinquishing the honor to Harvey.

MOST SENIOR CGd PILOT

# Greathouse Is New 'Ancient Albatross'

MOBILE, Ala. — The reigning "Ancient Albatross" of the Coast Guard is a rare bird indeed.

In 1966, when Coast Guard aviation celebrated its golden anniversary, the Commandant established the Ancient Albatross Award to honor the Coast Guard pilot who has been on active duty for the longest time. The award is passed on when the incumbent retires.

In recent ceremonies in Seattle, Master Chief Machinist's Mate-Aviation Pilot John Pershing Greathouse received the Ancient Albatross Award from retiring incumbent Rear Adm. Chester Richmond.

Greathouse is distinguished from the five previous recipients of the award by the fact that he is an enlisted pilot. Further, he is distinguished from all other Coast Guard pilots because he is the last enlisted pilot in the Coast Guard. Not since World War II have enlisted men been trained as pilots.

He was born Nov. 22, 1918, in Wills Point, Tex., and named after the Gen. John J. "Black Jack" Pershing. He entered the Coast Guard in 1941, when he was 23, on the advice of his basketball coach.

"At the time I didn't know much about the Coast Guard, but I knew that I didn't want to be drafted into the infantry," he says.

He started flight training at Grosse Isle, Mich., in 1942 and received his wings at Pensacola Naval Air Station in 1943. He held a commission on two occasions but had to revert to enlisted status

because of budgetary reasons. The last reversion, in 1947, was probably a saving factor for him because his continuance as a commissioned officer surely would have cut his active flying status.

Greathouse has served at numerous Coast Guard Air Stations throughout the United States and currently is stationed at the Coast Guard Aviation Training Center in Mobile, Ala. This is his third assignment on the Gulf Coast, and he says, "Coming back to the Gulf Coast is throwin' the rabbit back in the briar patch!" Obviously it is one of his favorite areas.

At the Aviation Training Center, Greathouse is working in the Search and Rescue Division doing what the Coast Guard has done for so many years — locating and aiding boaters in distress.

He feels that being the Ancient Albatross is a great honor, but this is not the first time he has made Coast Guard aviation history.

He was the first pilot ever to bail out of a helicopter. On Sept. 25, 1945, while on a flight over south Philadelphia, the entire rotor assembly came off his helicopter. He and his flight mechanic, John Smith, immediately bailed out at 4500 feet. Greathouse landed right in the middle of the intersection of Broad and Bigler Streets in midtown Philadelphia. Miraculously, no one was injured in that accident.

He also holds the record for the

greatest number of flight hours by any Coast Guard pilot — more than 13,500. It is unlikely that any Coast Guard aviator will ever top that figure. It seems a coincidence that he has logged more than 10,000 of those hours in a Grumman HU-16 Albatross aircraft, which is another record in itself.

He has more than 36 years in the Coast Guard. People now are asking him when he thinks he will retire. But he says, "They have been asking me how much longer I'll be around ever since I went over 20 years of service."

Another interesting aspect about him is that he is the first

person to hold the Ancient Albatross Award and still be flying on a day-to-day basis. All the prior recipients were staff officers who had been at desk jobs for a long time.

You might say that the Ancient Albatross is a rare bird who still flies.



(Photo by Joe Gibso)

COAST GUARD Commandant Adm. Owen W. Siler presents the Ancient Albatross Award to Master Chief John Pershing Greathouse during recent ceremonies in Seattle.

5F TRANSP.  
COAST GUARD  
1Q-4229 (Rev. 1-76)

BLUE DIGEST

APPROVAL   
SIGNATURE   
INFORMATION

G-OSR-2/73

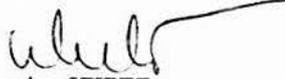
To: Chief, Office of Operations

Date: JUN 9 1977

From: Chief, Search and Rescue Division

Re: Ancient Albatross Award

1. The subject award is presented to the CG pilot on active duty holding the earliest designation.
2. Presently, RADM RICHMOND is the "Ancient Albatross". The attached letter directs CO, ATC Mobile to have ADCMAP GREATHOUSE proceed to Seattle and receive the award from RADM RICHMOND immediately after the Admiral's retirement ceremony on 30 June. The Commandant will attend the ceremony and also, deliver a short speech on the subject. The speech has already been prepared and delivered to the Commandant's office by G-OSR-2 in accordance with previous instruction from that office.
3. I recommend that you initial the "Four Star" letters located on the opposite leaf and also, sign the attached letter. A TONO will be inserted after you affix your signature.

  
L. A. WHITE

PREVIOUS EDITION MAY BE USED

D. E. CIANCAGLINI/as/G-OSR-2/73

PREVIOUS EDITIONS MAY BE USED

|                                  |       |      |  |  |    |  |  |  |
|----------------------------------|-------|------|--|--|----|--|--|--|
| OFFICE OR DIVISION               | GOSR2 | GOSR |  |  | GO |  |  |  |
| INITIALS OF RESPONSIBLE OFFICERS | 6-8   |      |  |  |    |  |  |  |
| INTRA-OFFICE OR DIVISION         |       |      |  |  | nw |  |  |  |

TYPED: *Ed*



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

MAILING ADDRESS:  
U.S. COAST GUARD (G-OSR-2)  
WASHINGTON, D.C. 20590  
PHONE: 202-426-0952

• 1650  
9 JUN 1977

From: Commandant  
To : Commanding Officer, U. S. Coast Guard Aviation Training  
Center, Mobile, AL

Subj: Ancient Albatross Award

1. Master Chief John P. GREATHOUSE has been designated as the next recipient of the Ancient Albatross Award. RADM Chester RICHMOND, Commander, Thirteenth Coast Guard District, is the current holder of the coveted title. In view of the Commandant's plans to participate at RADM RICHMOND's retirement ceremony in Seattle, Washington, it would be most appropriate to have Chief GREATHOUSE receive the subject award from the Commandant immediately following the retirement proceedings.

2. Chief GREATHOUSE is directed to report to CCGDTHIRTEEN no later than 0800, 30 June in order to be properly briefed prior to his participation in the Ancient Albatross Award ceremony.

3. Utilize TONO *D728190* . PERDIEMAUTH. GOVCOMLAIRAUTH. TRAVCHAR CGOE 69X0201 SUBACCT 98-30.12.10. COST CODE 70525. Please advise COMDT (G-OSR-2) total amount of funds obligated under this tono.

N. C. VENZKE  
Chief, Office of Operations

Copy to: ADCMAP Greathouse  
RADM Richmond (CCGD13)

1650

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*Sgt. #570 cc*

*6/12/77*

*20/*

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Copy to: ADCMAP Greathouse  
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*Est cost \$5750.00  
 4/11/77  
 6/13/77*

*F* D. E. CIANCAGLINI/as/G-OSR-2/73

TYPED: 6/6/77

PREVIOUS EDITIONS MAY BE USED

|                                   |           |          |  |  |           |  |  |  |  |  |
|-----------------------------------|-----------|----------|--|--|-----------|--|--|--|--|--|
| OFFICE OR DIVISION                | GOSR2     | GOSR     |  |  | GO        |  |  |  |  |  |
| INITIALS OF RESPONSIBLE OFFICERS  | <i>EW</i> | <i>H</i> |  |  | <i>HW</i> |  |  |  |  |  |
| INTRA-OFFICE OR DIVISION INITIALS |           | <i>H</i> |  |  | <i>H</i>  |  |  |  |  |  |
| DATE OUT                          |           |          |  |  | <i>10</i> |  |  |  |  |  |

Admiral NELSON, Admiral MATTESON, Admiral Siler, Admiral Thorsen, Admiral Applebaum, Admiral Herr, Captain Schrode, Captain ARNOLD, Ancient Albatross Master Chief Woltz, Distinguished Guests and fellow Coast Guard men and women it is indeed a pleasure for me to be here in Savannah . As you can see by what I am wearing I thought it would be winter here. But when you get to be the ancient anything you are entitled to lapses in memory.

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**Admiral Thorsen, Captain Harris and Captain Krietmeyer were all together in the Aeronautical Engineering Division about the same time. They were a great team but would have been even greater if they had a**

**few electronics types on their roster.**

**The contributions to aviation are not only by our officers but by our enlisted personnel as well. We have in our audience the Enlisted Ancient Albatross Master Chief Jim Woltz. He is an example of the dedication, competence and accomplishments that our enlisted men and women have contributed to aviation. The Coast Guard has always been unique in having those that maintain their aircraft also fly in them. That is one reason we have such good maintenance. Our crewman also contribute so much to the success of our mission. I can remember early one morning taking off from this air station in an HU-16 on a first light search for an overdue sailboat. We found the boat overturned in long Island Sound with a man clinging to its bottom. We decided that it would take too long to get a boat on scene so we made a water landing and taxied to the vicinity of the boat. We tried to trail a raft next to the boat but the survivor was so exhausted and was suffering from Hypothermia that he made no effort to get into the raft. We then maneuvered the aircraft closer to the boat and in doing so the air from our reversing propellers caused the man to slip from his boat and into the water. Our crewman dove from the aircraft into the water swam through the rigging of the sailboat and rescued the survivor only feet from our spinning propeller. For Seventy six years it has been the team of the pilots and the crewman that have made Coast Guard Aviation a success.**

**I am pleased and proud to be have been the 14th Ancient Albatross. During my tenure I have visited a few air stations and talked to the crew. I have tried to tell them that aviation is not only alive and well it is thriving. During our time in aviation everything has improved. With the great people we have in aviation today things will only get even better.**

**In closing I want to wish Admiral Matteson and his lovely wife Dottie the very best as our 15th Ancient Albatross. He is a great officer and a superb pilot who will bring a lot to the job.**

**Admiral Matteson, will you please join me for the changing of the garb?**

**I take great pleasure in introducing to you your new Ancient Albatross Rear Admiral Matteson. Thank you!**

John P. Greathouse

**Admiral NELSON, Admiral MATTESON, Admiral Siler, Admiral Robbins, Admiral Thorsen, Admiral Applebaum, Admiral Herr, Captain Schrode, Captain ARNOLD, Ancient Albatross John Greathouse, Enlisted Ancient Albatross Master Chief Woltz, Distinguished Guests --** -and there are many, and fellow Coast Guard men and women it is indeed a pleasure for me to be here in Savannah . As you can see by what I am wearing I thought it would be winter here. But when you get to be the ancient anything you are entitled to lapses in memory.

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**Captain Krietmeyer organized and published the Aeronautical engineering maintenance management manual which tied together our aircraft maintenance policies.**

**Admiral Thorsen, Captain Harris and Captain Krietmeyer were all together in the Aeronautical Engineering Division about the same time. They were a great team but would have been even greater if they had a few electronics types on their roster.**

**The contributions to aviation are not only by our officers but by our enlisted personnel as well. We have in our audience the Enlisted Ancient Albatross Master Chief Jim Woltz. He is an example of the dedication, competence and accomplishments that our enlisted men and women have contributed to aviation. The Coast Guard has always been unique in having those that maintain their aircraft also fly in them. That is one reason we have such good maintenance. Our crewman also contribute so much to the success of our mission. I can remember early one morning taking off from this air station in an HU-16 on a first light search for an overdue sailboat. We found the boat overturned in long Island Sound with a man clinging to its bottom. We decided that it would take too long to get a boat on scene so we made a water landing and taxied to the vicinity of the boat. We tried to trail a raft next to the boat but the survivor was so exhausted and was suffering from Hypothermia that he made no effort to get into the raft. We then maneuvered the aircraft closer to the boat and in doing so the air from our reversing propellers caused the man to slip from his boat and into the water. Our crewman dove from the aircraft into the water swam through the rigging of the sailboat and rescued the survivor only feet from our spinning propeller. For Seventy six years it has been the team of the pilots and the crewman that have made Coast Guard Aviation a success.**

**I am pleased and proud to be have been the 14th Ancient Albatross. During my tenure I have visited a few air stations and talked to the crew. I have tried to tell them that aviation is not only alive and well it is thriving. During our time in aviation everything has improved. With the great people we have in aviation today things will only get even better.**

**In closing I want to wish Admiral Matteson and his lovely wife Dottie the very best as Admiral Matteson assumes the role as our 15th Ancient Albatross. He is a great officer and a superb pilot who will bring a lot to the job.**

**Admiral Matteson, will you please join me for the changing of the garb?**

**I take great pleasure in introducing to you your new Ancient Albatross Rear Admiral Matteson. Thank you!**