



PTEROGRAM

Coast Guard
CGAA
Aviation Association

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

Sitrep 3-22 Fall 2022

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

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Ptero and Ancient Albatross #10, VADM (Ret.) Donald C. "Deese" Thompson, Aviator 683, Has Flown His Last Flight



VADM (Ret.) Deese Thompson, a pillar of the Coast Guard Aviation Association, passed away on 21 August at the age of 91. A 1952 Coast Guard Academy graduate, VADM Thompson's CG career spanned 40 years. After sea duty assignments on ice and weather patrol he earned his wings in 1955 and served at numerous aviation units from Alaska to Florida. As a flag officer, he served as 7th District Commander, acted as the Coordinator for the

South Florida Task Force on Crime, and became the first Coordinator of the National Narcotics

Border Interdiction System. In 1986, he became Commander of the Atlantic Area and the Atlantic Maritime Defense Zone. Deese was a fixed and rotary wing pilot and was the "Ancient Albatross" from 1985 to 1988.

Former Commandant Ptero ADM Thad Allen, P-3005, said that: 'It was with extraordinary sadness that we learned of the passing of Donald C. (Deese) Thompson in Wilmington, NC. Deese was a larger-than-life figure who inspired several generations of Coast Guard men and women. A personal mentor to me, we spoke just recently, and he still exuded a joyful, outgoing, warm personality. There are few people I have met in my life who I have admired and respected more. Our remarkable national treasure that is the Coast Guard is a little smaller and diminished with Deese's passing. but he will continue to inspire us by the way he lived and led our Service. Thanks, Deese! Our thoughts are with his family.'

Ptero Prez Mike Emerson said that: 'Deese was one of my all-time favorites. I was flush with admiration watching the award video that he submitted to our Virtual Roost last year!' RIP.

Outstanding "Live" Corpus Christi Roost Conducted



A pfabulous 46th Ptero Roost honoring the CO, Ptero CAPT Hans Govertsen, Aviator 3516, and the men and women of Air Station Corpus Christi, was held at the Corpus Christi Omni Hotel from 1-4 November. BZ to our Roost Coordinator Ptero John Pasch, Aviator 2760, and his intrepid Roost committee (Ace Castle, Andy Feith, Bull Walker, Darren Burdette, Deanna Cable, John Fullerton, Harold Hoffmaster, Jeanie Dodge, Jeanne Pasch, John Mills, Kim Buchanan, Mallori Johnson, Marina Lawrence, Martin Nelson, Mike O'Leary, Tom Cable, Tony Hahn, & Zach Weeks) for their herculean efforts. See the Roost Report on P. 5.

DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS June 2022, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 23 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

MOVING????? Please let us know. Send email to: larry.hall@aoptero.org & communications@cgaviationassn.org.

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PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel. Reproduction of Pterogram for further distribution is authorized & encouraged. Correspondence may be sent to: AOP

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A Message from 2551 (CGAA/AOP President):

The 2022 Roost is in the history books. And a heck of a Roost it was. Our organization is healthy and strong as Mike Emerson ends his tour as Prez. As I stepped into the role, I reflected on the role that the organization, and individual Pteros, have played in my life. In 1987, as a brand new HH-52 copilot at CGAS Los Angeles, my CO, CDR Rod Leland introduced me to Gus Schrode and the rest of the board at the time. In the quiet, confident manner that seemed to me to characterize everything Rod Leland did, he convinced me to join the Pterodactyls. Since then, individual Pteros have played an important role in my life as mentors, and I am grateful for each of them and the support and guidance they have provided me. At the Roost, as we heard briefs from current Coast Guard aviation leaders, I was struck by a sense of great pride in what Coast Guard aviation continues to accomplish...and by a sense of how that mentorship continues across generations. I was also reminded of this piece that I picked up from some publication many years ago:

'Once the wings go on, they never come off, whether they can be seen or not. They fuse to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the "call of the wild" that wafts through bedroom windows in the deep of the night.

When a good pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if the pilot knows what's being left behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if they're thrown away, they will be on that pilot with every step and breath that remains in life. We also know how the very bearing of the person speaks of what that person was and, in their heart, still is. Because we flew, we envy no one on earth.'-Author Unknown

Whether pilot, flight mechanic, swimmer, or flight surgeon, I suspect many share this sentiment. And I suspect this is what causes a committed group of volunteers to continue to serve on the board of the CGAA, guiding the organization toward the accomplishment of its goals. An annually recurring goal is the coordination and execution of a successful Roost, and on the heels of our first Roost in three years, a hearty thank you goes to John Pasch, our on-scene coordinator in Corpus Christi, for creating an all-around wonderful experience. He and his wife Jeanne, along with many local volunteers, ensured a first-class event.

I look forward to serving as President, and I encourage you to consider how you might play a role in supporting this organization, and by doing so, supporting the next generation of CG aviators. There is much work to do as we continually strive to improve our CGAA, and that work is dependent upon volunteers - volunteers to work on mentoring, recognition, memorials, and chapter programs. We welcome anyone who's interested in helping.

I hope you'll start planning now to Roost in San Diego in 2023! Prez Peter

Taps

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

Kenneth Roughgarden, 871, 2/22/22
Winon Corley, 813, 3/6/22
RADM (Ret.) George Passmore, 836, 6/26/22
VADM (Ret.) Donald C. "Deese" Thompson, 683, 8/21/22
RADM (Ret.) William A. Jenkins, 171, 8/27/22
Robert T. Ritchie, 1216, 9/16/22
Roderick Martin, III, 1080, 10/1/22
David A. Durham, 2411, 10/11/22
John H. Long, P-3622, 10/31/22
Seth Hudak, P-5022, 6/5/22
James L. Middleton, 1272, 4/24/22

Oldest Known Living CG Aviator Passes Away

Pilot #51 (DOB 11/2/1917) passed away on 27 August 2022 at the age of 104. A memorial service was held on 15 October at the Church of the Nativity in Port St. Lucie, FL. See related story on P. 15 of Pterogram 1-18. RIP.

The oldest known living Coast Guard aviator is now Ptero James H. Durfee, Aviator 521, who turned 100 on 11/27/22.

Ptero RADM
William A. Jen-
kins, Aviator
171, & Helo



Ptero John 'Bear' Moseley Inducted into the Coast Guard Aviation Hall of Honor

On 5 October at ATC Mobile, Ptero Bear Moseley, Aviator 743, was inducted into the CGAA Hall of Honor. Bear was unable to attend the ceremony, but was listening in on the phone from his home in Florida.

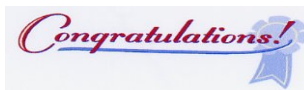
ATC CO Ptero CAPT Chris Hulser, Aviator 3499, welcomed the attendees at Erickson Hall and introduced Ptero Prez Mike Emerson, the presiding official.

and lasting. He brought process to a very disorganized archival effort. He made it easy for future CGAA historians.

Mike said he met Bear on a Heritage Walk in 2008 at Arlington National Ceremony. Bear was one of the narrators and Mike was vividly impressed with Bear's knowledge. Bear's personal plaque will be presented to him at his home after his family recovers from the impacts of Hurricane Ian.

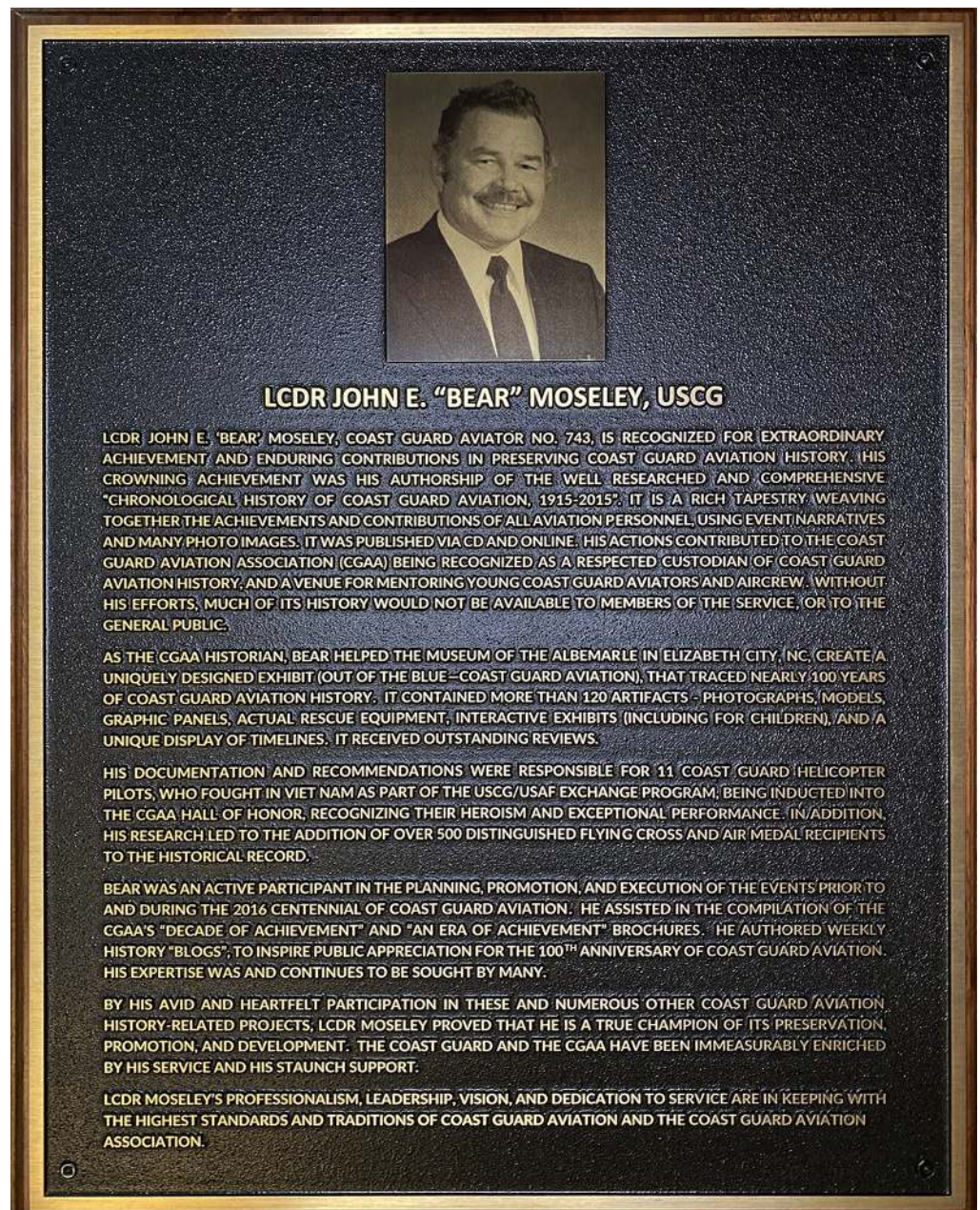
The wall plaque was revealed and Mike read the citation.

CAPT Hulser said of Bear's picture: 'That's a good mustache!' Mike thanked Bear for his accomplishment and said he owes Bear a few Dos Equis very soon. He thanked ATC for hosting the ceremony. CAPT Hulser thanked Mike for all he does for the CGAA and for being here today. He said 'This is super important!'



Mike said it was a profound honor to be here; what a fascinating feeling to be among the outstanding people depicted on these plaques! He said the Coast Guard aviation culture begins here at Mobile. He lauded Bear as a living legend who turns 91 next month. We are deeply in debt to him for his sacrifices. Mike mentioned the other Pteros in attendance, along with many ATC aviators: Gary Gamble, Aviator 1826, Bill Geers, Aviator 1456, Gary Tirpak, Aviator 1941, Gary Grow, Aviator 1205, and the CO's of Air Stations Astoria and Miami: CAPT Scott Jackson, Aviator 3480A and CAPT Eric Smith, Aviator 3418.

Mike said that Bear is being regaled for his 30 years as the CGAA Historian. 'He lit the APU when he was my age now.' This is the highest recognition the CGAA can bestow. He thanked Ptero Phil Volk, Aviator 1644, and his selection committee for their 2 1/2 months of hard work. Bear's selection was a unanimous decision and he was the only 2022 selectee. Bear's superior performance had a lasting and sustained impact on CG aviation. We all bear witness to his greatness. Bear helped transform the CGAA from a social club into a respected organization among other historical societies. His legacy is robust



Ancient Al #26 Letter to Pteros



Ahoy, Pteros. I'm writing this after attending the Roost in Corpus Christi, TX and I'll touch more on that in a bit; but as the holidays and new year approach, it's that

time again for our active duty folks to engage with detailers, and you know that brings both anxiety and excitement. While many don't know what's ahead, some look forward to future assignments and challenges, and we'll see others leave the CG or join the retired ranks and face new adventures. What we do know is that our shared experiences in CG Aviation and the bonds that we establish last for a lifetime and generations ahead.

In August, Seattle celebrated its annual Seafair Festival and Fleet Week. Great events after a 2-year hiatus due to the pandemic, and CG Aviation was the crowd pleaser with some exciting SAR demos from both the MH-60 and MH-65 before thousands of observers against the beautiful backgrounds of Puget Sound, Lake Washington and Mount Rainier. Let's



hope we gained some new recruits for that.

During my summer and fall round of unit visits in D13, I had the privilege to represent us in my Ancient Albatross role. I visited units in

Sectors North Bend, Columbia River and Puget Sound, all of which have or had air stations and, while we have many challenges with staffing and parts shortages,

and aging aircraft. I'm pleased to report that our aviation community is strong and resilient, and meeting mission! D13 is going through a reorganization where the air stations are breaking out of the Sector chain of command and will become District units. AirSta Port Angeles did that last year and, North Bend and Astoria will transition next summer. I recognized some folks and presented challenge coins during my visits and was disappointed when my flight at North Bend was cancelled for weather; but made up for that in Port Angeles. They had an aircraft grounded for a secondary hydraulic pump. I worked some magic with ALC and showed up at PA



to hand deliver a pump – talk about pleased. My reward was an amazing area fam flight around the Olympic National Park. The wx was CAVU with spectacular views of the snowcapped mountains! Outstanding!!



So back to the Roost ... my congrats to all the coordinators and John and Jeanne Pasch for putting on the best Roost I've attended. They even arranged the arrival of an actual Pterodactyl with 10' wing span that somehow made it to every event. I won't go into all the details;

but we had strong corporate sponsorship which made for excellent events. We started with a Redtail Roundup, several activities, and a great Reception Gala, all with plenty of jet fuel to keep folks at altitude.

Of course there were Program briefs, sponsor presentations, and some CGAA business to attend to. Airbus brought in an AB-145 and

gave some demo flights – I even got to wiggle the sticks a bit. The highlight of the Roost was the awards banquet with great food and fellowship. All were surprised when the awards portion of the program started with an impromptu "Mariachi Band" performance thanks to the on-scene initiative of CAPT Andy Eriks (CG-711) – Amazing!

I thought it right to begin the awards by presenting Mike Emerson a Distinguished Public Service Award for his outstanding leadership as CGAA President for the past 4 years. You ROCK, Mike! Thank you for all your hard work and dedication. (I trust others will cover the new leadership team) Then we recognized the rest of the award-ees – my thanks to CDR Ace Castle for emceeing and keeping things professional and fun. Finally, the Roost closed with a wonderful BBQ at the AirSta and some more recognition. Overall, a great time and, again, the best Roost I've attended!!



I'll call this sortie complete and close by thanking the CGAA and "you" for making our CG Aviation community the special group that it is. Through our shared adventures and experiences, we've served our Nation – I'm writing this over Veterans Day weekend - in that spirit: "Thank you for your service!" Semper Paratus!

Always my honor to serve!
RADM Mel Bouboulis,
Aviator 2915,
Ancient Albatross #26



Enlisted Ancient Al #14 Report to Pteros



As the Coast Guard heads into the end of the first quarter of FY23, we see extraordinary efforts to increase recruits going to boot camp, retention of critical rates, and

A-school quotas through the use of bonuses along with other incentives for service wide points for certain billets. The AST school is doing extremely well and have settled into their new home at Training Center Petaluma, and with that, the once closed A-school list for AST's program has reopened, and members can continue

to put their names on the list. Coast Guard aviation continues to transition to the MH-60 and C-27 as their expected workhorses in the future, and that means that billets will have to be restructured. Thankfully, the aviation Rating Force Master Chiefs and aviation detailers at EPM have already started to take this for action to better serve the Coast Guard for many years to come. Semper Paratus!

Ptero AMTCM Shannon L. Fortune,
14th Enlisted Ancient Albatross.



Pinning aircrew wings on AET3 Amy Rodriguez. (L) Ptero CAPT Greg Matyas, Aviator 3432, HITRON CO, AET3 Rodriguez, AMTCM Fortune, HITRON CM.

Report of the 2022 46th Ptero Roost By Ptero Steve Goldhammer, Aviator 1207

The early Roosters pflocked to the beautiful Corpus Christi Omni Hotel on Tuesday afternoon, 1 November, for the 'Captain's Welcome Cruise' hosted by AirSta CO CAPT Hans Govertsen. Alas, there were local Small Craft Warnings posted due to inclement wx and the excursion had to be cancelled. However, the intrepid Roosters weren't deterred from renewing acquaintances in person in the spacious hospitality suite after two years of electronic Roosting. Ms. Kim Buchanan, AirSta Corpus Executive Secretary, cheerfully welcomed us and provided us with a 'goodie bag' overflowing with trinkets provided by our generous corporate sponsors. The Ptero Store was buzzing with patrons. Sales totaled ~ \$3.5K.



Kim Buchanan (seated)
welcomed us.

At 1730, we gathered in an Omni venue for a 'CG Redtail Roundup' with a cash bar and scrumptious buffet. The highlight was singing Happy 89th Birthday to Ptero VADM Howie Thorsen, Av. 776. Everyone also enjoyed a photo op by an enormous Pterodactyl skillfully and lovingly created by Jeanne Pasch, spouse of Roost chairman John Pasch, & Tom Cable, a neighbor of theirs.



Howie & Marlyn
Bob Powers Photo

The golfers



2019 ROOST GOLF CHAMPS PASS PTERO GOLF JACKETS TO 2022 CHAMPS

2019 winners in yellow team shirts L-R: Tom Haase, Av. 1948, Mark Benjamin, Av. 1665, Mont Smith, Av. 1520, & Ken Olsen, Av. 2207. 2022 Champs from AirSta Corpus Christi L-R: Ptero ASTC Mike O'Leary, P-2850, AETCS Eric Smith, AST2 Austin Welter, SK1 Robert Henson. Winning team will add Corpus Christi 2022 Roost patches to the collection on the jackets. And, other patches are rumored.

didn't get rained on Wednesday and all had a great time chasing the little white sphere on the turf and in the woods. They played at an alternate venue and then had to play the front nine twice due to flooding.

Some of us went on a trip to the Texas State Aquarium. Some others traded sea stories in the hospitality suite of spent the day doing DAA (Driving Around Aimlessly). The evening reception at Doc's Seafood & Steaks was a rousing success.



A large crowd attended Thursday's Professional Development sessions. Ptero Tony Hahn, Aviator 3158, called us to order. He said 'This is riveting stuff.' The HQ Tri-P (Aviation, Engineering, & Safety) presented update videos. The new Reserve Aviation Program is up and running. 40% of billets are filled, including 11 of 12 aviator billets, mostly at ATC and ALC. The AET and AMT ratings are healthy. AST retention is hurting. We're short about 50 aviators. There's a \$175K retention bonus for FW aviators for five years and a \$75K retention bonus for RW aviators. AirSta Ventura will have MH-60s by 2024. That will be the beginning of the transition to an all-H-60 fleet. We now have an FM 'C' School. It's in its fifth year. The CG is looking at new vertical lift capability by the mid-2030s. C-27Js will start arriving at Clearwater by June 2023. A 'Blue UAS (Unmanned Aerial Surveillance) short range drone is being investigated. It will be US-made and cyber-hardened. The cutter-based medium range UAS is very successful. The CG has a joint program office for long range UAS using



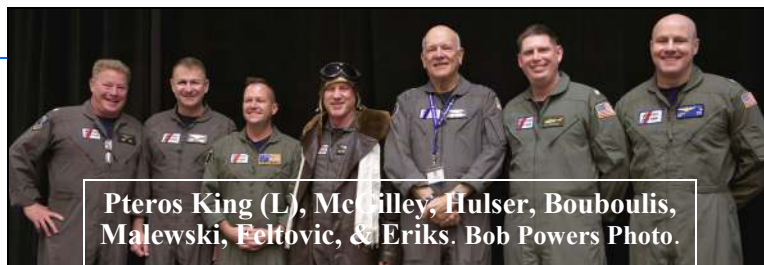
John & Jeanne Pasch
Bob Powers Photo

the Predator. The CG will have a layered UAS approach, a 'game-changing' transition with data-generating sensors. Usage of the data is being developed. Ptero CAPT Joe McGilley, Aviator 3319, chief Aeronautical Engineer, said the CG is increasing its aviation cyber posture. Besides severe retention problems, CG Aviation Engineering is facing supply chain disruptions and technical obsolescence. The HC-144 SLEP is underway. The HC-130H will end 60 years of service in 2024. A new Gulfstream 550 command & control aircraft is being purchased. MH-60 main rotor blade folding is now a reality.

Ptero CDR Mike Feltovic, Aviator 3970, chief of Aviation Safety, said there was one major incident in the past 12 months, a C-130J hard landing. A new category of reporting is Operational Hazard Reports: things that have the potential to be a mishap with damage/injury. There's now an FSO initial 1-week course at ATC and an annual FSO Stan course at ALC or HQ. An Advanced Mishap Analysis & Reporting course has been developed with the NTSB. There's also a new Mishap Analysis Center at ATC. It teaches FSOs investigating techniques and best practices.

Ptero CAPT Jared King, Aviator 3506, discussed Aviation Acquisitions. He said he's the 'supply officer' for CG aviation and Acquisition makes it a HQ 'Quad P.' It takes about five years from getting funding to producing a C-130J. The C-27J is the most expensive 'free' aircraft the CG has ever gotten. The UASs are contractor-owned and contractor-operated on our National Security Cutters. They can fly 10+ hours. He said he really enjoys getting the capabilities out to the fleet. The MH-60 fleet will go from 48 aircraft to a minimum of 127. The obsolescence of the H-65 is eating our lunch. The H-60 will be much more sustainable than the H-65s. The new CG VIP LRCCA will have the same electronic capabilities as Air Force One.

CAPT McGilley said our budget and amount of people are about one half of what we need to do our missions. That's our biggest challenge. CAPT King said obsolescence is our biggest challenge. CAPT McGilley said we need to make some changes. We can't keep up with the rapid changes in technology. We need more capacity and capability. Our mission sets have moved on. If you want to



Pteros King (L), McGilley, Hulser, Bouboulis,
Malewski, Feltovic, & Eriks. Bob Powers Photo.

come to my aircraft of the future, bring your App. We have to do sustainment smartly. CDR Feltovic said the Commandant's new mantra is 'Be brilliant at the basics.'

Presentations were made by our CG aviation sponsors (Lockheed Martin, Vector CSP, Collins Aerospace, Vita Aerospace, and Airbus). Ancient Al RADM Bouboulis presented Ptero challenge coins to all of the presenters.

Some Roosters attended a tour of the USS Lexington in the afternoon. A few of us lucky Roosters got to take an awesome ride in a fantastic new Airbus AB-145/MBB-BK117 D-3 helo piloted by Gary Krebs. It cruises at 150 kts & has 2.5 hrs endurance. Ten minutes after takeoff with six people and a full fuel load, we were hovering out of ground effect at 700 feet.



Ancient Al RADM Bouboulis (L), Mimi Bouboulis, John Whiddon, Av. 1731, Ben Stoppe, & Ye Ancient Scribe enjoyed their helo ride.

After a festive cocktail hour, we were welcomed to the Awards Banquet by Ptero CDR Ace Castle, Aviator 3891, and the colors were paraded by the Air Station Color Guard. CDR Castle then recited the salute to the 'Missing Man' table.

'It's a tribute to those missing from and unable to attend the banquet and the 103 fellow pilots, the 134 crew members, and the 15 CG Auxiliaries who made the ultimate sacrifice during CG air operations. The table is set for one and is small, symbolizing the loneliness we feel without them. The tablecloth is white, symbolizing the purity of their intentions and willingness to respond to the call to go to the assistance of others. The single rose in the vase reminds us of the families and loved ones of our comrades-in-arms who kept the faith awaiting their return, now forever left behind. The red ribbon, tied so prominently on the vase, is reminiscent of the red ribbon worn by many who bear witness to their unyielding determination to account for every one of our missing. A slice of lemon is on the bread plate to remind us of their bitter fate. The salt on the bread plate is symbolic of the river of tears shed by families and loved ones. The glass is inverted; they cannot toast with us this night. The chair is empty; they are not here. Our lives are incomplete because they are not here with us tonight. They were there for us; we are still here for them. In honoring them; each of them; all of them; we stand silently and face their

table; the table where they should be sitting with us this very night. We stand silent in their absence. Please raise your glass in a toast; to the missing. We flew with you and called you friend and colleague. We will never forget your ultimate sacrifice made so that others may live.' Ye Ancient Scribe then read the 'Airman's Prayer' and the list of 24 members who flew their last flight in the past year.

Prez Mike Emerson said in his opening remarks that the beauty of getting together in person is that you don't have a mute button. It's our first 'live' gathering in three years. He thanked John and Jeanne Pasch for their outstanding Roost coordination. This is the 'Super Bowl' of the Roost. We're celebrating the operating forces tonight, the ones who hang it all out. We're celebrating the shared fear, experience, and exhilaration of performing the mission. Tonight we're real, we're live, and we're celebrating. This is about recognizing heroic aircrews. He told us he just heard that Ptero John Long, P-3622, just passed away in Traverse City. He was one of our history detectives and a great guy. It's an epic loss for us. Mike then introduced our special guests and generous sponsors. He gave a special thanks to our host, AirSta Corpus Christi CO CAPT Hans Govertsen. He also introduced and thanked the Roost committee.

We were then serenaded by a Mariachi Band from Texas A&M Univ. Corpus that Ptero Andy Eriks, Aviator 3259, had encountered in the lobby on their way to another event and persuaded them to play for us. Thanks, Andy!



Bob Powers Photo

Ancient Al RADM Bouboulis said he's pleased to be here at this great Roost. It's the best one in three years. He said he loves to represent and advocate for the CG aviation community; past, present, and future. He thanked the CGAA volunteers, saluted all of the aviators and awardees present, and said the CGAA has done a great job preserving our heritage and supporting our culture. He especially thanked Sean Cross, Aviator 3321, for his media efforts. He said that Chris Hulser, Aviator 3499, has done great things at ATC to prepare people to save lives and support our culture and the aviation heritage program. He lauded our HQ aviation leaders and encouraged serious recruiting efforts. He said that today's success is built on the accomplishments of our predecessors. He commended RADM Bob Johanson, Av. 869, for the Phoenix Project and said we're standing on the

shoulders of giants. He's proud and honored to represent CG aviation. He praised Mike Emerson for his four years as CGAA President and presented him a CG Distinguished Public Service Award. Congrats, Mike! Exec. Director Ben Stoppe presented Mike an engraved CGAA paperweight & RADM Bouboulis gave Mike a special bottle of whisky.

LT Scott Kellerman was presented a CGAA President's Award for his outstanding efforts as AirSta Kodiak Public Affairs Officer. He brought the aviation culture to life and archived it.



Ben Stoppe (L), LT Kellerman, & Mike Emerson. Bob Powers Photo

The Oliver Berry Aviation Maintenance Award was presented to AMT2 Ryan G. Hambrick from AirSta Cape Cod. His CO, CAPT Rob Potter, Aviator 3602, accepted on his behalf.

The CAPT William B. Kossler Aviation Maintenance Officer Award was presented to Ptero CDR Matthew Matsuoka, Aviator 3719, of AirSta Miami.



Mike Emerson, Joe McGilley, Tracy Matsuoka, CDR Matsuoka, & AA Bouboulis. Bob Powers Photo

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to LCDR Jane Pena, Aviator 4330, & LT Amanda Thrasher, Aviator 4795, of the Sector/AirSta Columbia River/Astoria Safety Department. They developed an exceptional Safety Management System capable of managing the unique challenges associated with combined Sector & Air Station operations and hosting the Advanced Helicopter Rescue School.



Prez Emerson, CDR Feltovic, CAPT Scott Jackson, LCDR Pena, LT Houston, & AA Bouboulis. Bob Powers Photo

The CDR Elmer Stone Fixed Wing Rescue Award was presented to the AirSta Kodiak crew of HC-130H CGNR 1720: Ptero CDR Stephen W. Pittman,

Aviator 3796, LT Austin English, Aviator 4586, AMT1 Julio Guillermo, AET2 Mykola Polovka, AMT3 Jan Tull, AET2 Cory Walker, and AET2 Michael Madigral.

The CAPT Frank Erickson Rotary Wing Rescue Award was presented to the crew of AirSta Kodiak MH-60T CGNR 6037: LCDR John Filipowicz, Aviator 3887, LT Alex Marfeld, AMT2 Christian Sandberg, and AST3 Robert Burke for their case out of Cold Bay, AK on 19 October 2021.

The CDR David H. Bartlett & COMO Lloyd T. Nicholls Auxiliary Aviation Award of Excellence was presented to LT Ronald J. Kaplan from AirSta Miami for the 100 sorties/500 hours of patrol he flew between October 2020 and September 2022 to locate migrant vessels.

Congratulations to all of the awardees! Prez Emerson said he'll be brief; our CPAPs are calling. He lauded Ptero John 'Bear' Moseley's, Aviator 743, Hall of Honor Award. He said that Bear is an icon who changed our culture through his extremely outstanding performance. Bear was honored at ATC Mobile on 5 October, but could only attend by phone due to the impacts of hurricane Ian. He started as the CGAA Historian when he was 60. He worked with the Historian's office and was the architect of many CGAA projects. He keeps bringing us successes. His impact will last another 100 years. We'll present him his personal plaque on 29 November at his home. Congrats to Bear! Mike also lauded the other recent HOH awardees, including Ptero VADM Howie Thorsen, Aviator 776, who was present. He said it does his heart good to see all of these awards presented tonight. We need to integrate the active, reserve, and Auxiliary air operations. VADM Thorsen once told me that nothing good happens after 2100, so good night!

At the Friday Business meeting, Mike said he was happy to be the CGAA President for 60 more minutes. He said it was a great Roost and yesterday was a defining moment. He wants to recognize the folks who were monumental in what we do. He reviewed what we accomplished in the past year. He thinks the newest CG Response Cutter will be named after Gus Jablonski or John Greathouse. We get a lot of credit for our people doing little things. The Pterogram is like a yearbook of history. He keeps them all. He presented a CG Distinguished Public Service Award to Exec. Director Ben Stoppe for his outstanding 17 years as CGAA Treasurer and Exec. Director. Ben is always there for us, and he appreciates that.

Mike presented CG Meritorious Public Service Awards to Janis Nagy, Mark D'Andrea, and Jay Crouthers for their outstanding performance as CGAA VP, Exec. Secretary, and VP of Annual Gatherings/Ptero Store Director. Mike said that Mark D'Andrea is the voice of reason while Ben is the voice of animation,

and the three awardees are invaluable to the CGAA.

Mike then presented CGAA President's Awards to Mark Benjamin, 'Butch' Flythe, Jack McGrath, Ray Miller, & Phil Volk & a Ptero Award to Scott Schleiffer for all that they've done for the CGAA over the years.

Treasurer Mike Brandhuber reported that the CGAA's total assets are \$191K and the cash on hand is \$161K. He said he aspires to not be the new treasurer at some point. Ben verified the contents of the Petty Cash fund, including the lockwasher.

VP of Development Tony Hahn reported that \$84K was raised this year from corporate sponsorships and listed what those donations supported.

VP of Membership Jack McGrath reported that we now have over 1,800 members: 1,100 pilots, 525 aircrew and Auxiliary, & 75 Silver Fins. We need a replacement for Larry Hall to maintain our membership database.

Mark Benjamin reported that there are a few Chapter Coordinator vacancies. This is a great way for us to give back to our association, the CG, and our communities. We need to help every AirSta update their scrapbooks.

Jay Crouthers reported that there will be a new shirt for the HC-144 and C-27 communities in the Ptero Store. The communities are too small to have separate shirts. He pitched the purchase of CGAA nametags at \$13 each. He said the west coast is way overdue for a Roost, and many of us are fine with that. We're experimenting with Armed Forces Reunions, Inc. to run the 2023 Roost at San Diego the last week in October.

Immediate Past National Commodore Alex Malewski thanked the CGAA for coordinating the new Auxiliary Award. He said that awards and recognition are our pay.

The handover of CGAA President and VP to Peter Trodeson and Ron Tremain followed.



Mike Emerson said this is a huge step forward for us. We needed to get some sage elders, RADM (Ret.) Jack Vogt and the rest of the nominating committee, to find us two good leaders, and they did. Peter said there's nothing quite as surreal as a blue-clad Mariachi band playing under a green Pterodactyl. He was invited in 1987 by his AirSta LA CO, Rod Leland, to attend a Ptero meeting, and he became a member. He referred to our members as the 'DNA of our system' and he felt the need to be the President as a payoff to them. Mike has left some big shoes to fill. Peter will focus on updating our Strategic Plan. He's glad to have Ron, a personal friend, as his VP. Ron said he first got involved with the Pteros in 2008 at the Astoria Roost. He's glad to be here and to be of service to all of us. He congratulated Sikorsky Rep. Lacey Coleman for being part of the CG and the CGAA.

Under new business, RADM Vogt made a motion to form a group, and volunteered to

lead it, to re-consider and codify our By-laws to preserve what we have and enhance our advocacy. It was approved. Bill Geers proposed an award recognizing the contributions to aviation of our CG medical community, including flight surgeons. A possible name for it: the 'Golden Finger Award.' Dave Cooper suggested it be named for CG HM David Rockmore. Mont Smith proposed it could be named for HM2 Kaylor, who perished on the Jim Stiles Cape Cod HH-3F crash, or HM King.

RADM Vogt said an audit of the National Museum of Naval Aviation in Pensacola recommended that their exhibits need to be reduced to have more room to better tell the story about what they keep on the floor. This could be an opportunity for us to get a loan of some of their CG aircraft to CG museums.

CAPT Govertsen welcomed and thanked us for attending the AirSta BBQ. He encouraged our participation in the Cornhole tournament. He said there are a lot of reasons we are here today. He thanked the Navy League chapter for providing the BBQ; they have supported the AirSta for years. He called out Bo Bowman for leading the BBQ team. He thanked the Pteros for honoring our tradition. He will emulate at Corpus what Chris Hulser has done at ATC. The CGAA has established the template. We have to recognize our place in history and take up the mantle for the next generation. What they did for us shouldn't be lost. Don't leave without absorbing some of that CGAA historical knowledge and making that connection today.

Prez Peter lauded the opportunity to see old friends and peers. He hopes to see us in San Diego next year.

CAPT Govertsen recognized our sponsors for providing the tools to get the mission done. He thanked John and Jeanne Pasch and their team for making the Roost happen. He recognized the AirSta cadre for what they do: 'We make it happen with whatever resources we have.' Some awards were presented to AirSta personnel.

Prez Peter reviewed Mike Emerson's DPSA from last night's banquet and Hans presented Mike with a U.S. flag that was flown over every CG AirSta. Mike said he hopes that all of us get to be bold. 'Thanks to everyone; it's been a great week. You're too kind.'

Aircraft tours and a delicious Texas BBQ were enjoyed by all.

See you in San Diego next year. Tentative dates are 26-29 October. As soon as the contracts are signed and the dates set for sure, an AIPtero will be sent out with the firm information.

Please see our website, AOPtero.org, for numerous additional Roost photos by our dedicated Roost photographer, Bob Powers.



ALC 75th Anniversary Celebrated

By Ptero Keith Overstreet, Aviator 3227,
Elizabeth City Chapter Coordinator

pointed out, made Elizabeth City the original aviation logistics hub. He continued his comments by describing how the base was used to launch aircraft to enforce the 1939

Neutrality Act, supported the then secret World War II Operation Zebra to train Soviet pilots how to fly the Consolidated Nomad — later version of the well-known PBY Catalina, and how Aircraft Repair and Supply Base was commissioned in January 1947 to begin overhauling CG aircraft. Of interest, the J4F Widgeon was the first fixed-wing aircraft to be overhauled at AR&SB and the HO3S Dragonfly the first helicopter. He concluded with emphasis on the fact that the people, active duty, civil service and contractors, have always been the heart of ALC.

RDML List continued CAPT Wilson's emphasis on the value of the workforce and how everyone is connected by doing their individual part since 1947 to sustain aviation assets. She later went into detail about how ALC is at the forefront of aviation industry and how significant it is that ALC established the CG as an equal partner within the National Airworthiness Council. She then celebrated the achievements of all of the departments and product lines that make ALC adaptable to our Nation's changing requirements.

ADM Poulin, the keynote speaker for the day, did a fantastic job connecting the workforce to operations through an impactful and relatable description of a recent rescue at sea of three mariners out of Venice, LA by an H60, C6047. This helicopter had been recently assigned to AirSta New Orleans and was the first Navy Conversion completed at ALC. He concluded by continuing the theme of everyone being connected to the amazing accomplishments ALC has made over the history of the unit to making our CG the world's best.

The final part of the formal ceremony was to award Mrs. Gail Twiford with the ALC Career Achievement Award. Though all speakers of the day kept their comments appropriately brief, she spoke for less than 60 seconds and ended with, "Y'all keep doing what you do and keep 'em flying." Her comments served as an appropriate capstone for the event, and in ALC fashion garnered a standing ovation, the only one of the day.

CDR Thisse directed the retiring of the colors and concluded the formal part of the ceremony to begin an informal gathering to celebrate the contributions of ALC members, past

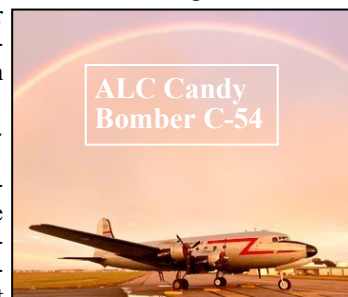
and present. This part of the celebration included an over-the-top good meal funded in large part by the Pteros. Staff of Operation BBQ Relief, having just returned from Hurricane Ian support, provided guidance to some of the most highly lauded Culinary Services members from around the CG to put on a BBQ and trimmings spread that set the new high bar for satisfaction.



Of interest, 2022 is also the 50th anniversary of the Elizabeth City Airport. This milestone was celebrated at the field on November 5th, supported by many past and present Coasties. The airta and ALC provided static display aircraft with active duty members giving tours and two retired members, Ptero John Siemens, Aviator 1862, in his RV-8 and Kevin Smith in his Bonanza provided EAA sponsored Young Eagle flights, while Scott Hinton, Aviator 3013, flew the historic C-54 Candy Bomber in a reenactment of Col.

Gail Symour's unique contribution to the Berlin Airlift by parachuting individual candy bars to children awaiting below.

A big year for CG Aviation in Elizabeth City, NC. Innovation and resilience have always defined logistical support and operations conducted on and from what we now call Base Elizabeth City. This was an appropriate opportunity to celebrate those achievements while also instilling the realization that all who have served here are a part of something significant to our Nation.



ALC Candy Bomber C-54

John Siemens & Passenger

HITRON received recognition at 2021 U.S. Interdiction Coordinator Awards

By Annie Sheehan, My CG Staff Writer

On 14 September, the Coast Guard Helicopter Interdiction Tactical Squadron

(HITRON) — the world's premier counter-drug Airborne Use of Force (AUF) Unit — received recognition from White House Office of National Drug Control Policy (ONDCP) Director Dr. Rahul Gupta at a United States Interdiction Committee (USIC) Awards Ceremony in the Maritime Award category as a result of a major interdiction in August 2021.

"It was probably the most challenging interdiction out of the 15 total that I have been in-

involved with," said Cmdr. Matthew Van Ginkel, who has served with HITRON Jacksonville, Florida, for about a decade.

Just before dawn on Aug. 30, a MH-65D helicopter — also known as "Endgame-59" — launched from the Coast Guard Cutter Tampa to locate a reported vessel of interest underway in the Caribbean Sea. After a difficult nighttime search, Van Ginkel and his crew detected two suspi-

cious vessels traveling in tandem as he piloted the helo.

As the aircraft intercepted both vessels in complete darkness, the two suspected smuggling vessels split off in different directions. The first vessel sprinted toward the Dominican Republic territorial seas, and a suspect aboard began to throw contraband into the water before attempting to evade interception.

For 20 minutes, Van Ginkel and his aircrew pushed the MH-65 helicopter to its limits as they tried to match the vessel's rapid maneuvering in complete darkness. On two occasions, the aircrew recognized the early onset of aerodynamic factors that severely affected control of the helicopter and recovered at less than 50 feet above the water.

"This crew of three had 22 total combined deployments," said Ptero CDR Charlie Wilson, Aviator 4173, HITRON's executive officer. "This was undoubtedly one of our most experienced aircrews out there conducting this interdiction, and it was even at their limits."

During a brief moment where the helicopter aligned with the evasive vessel, PO2 James Peragine prepared for disabling fire. However, he disengaged when he noticed

the suspect move into his view.

After quick deliberation, the aircrew determined the only way to force the vessel to stop before reaching territorial seas was to deliver disabling fire to a very small portion of the vessel's outboard engines. As Van Ginkel stabilized the helicopter, Peragine effected disabling fire, which caused the vessel to stop. The aircrew did the same to stop the second vessel. The crew recovered the jettisoned bales of contraband, netting over 1,500 kilograms of cocaine, and detaining seven suspected narco-traffickers between the two vessels.

"The challenging nature of this interdiction is a testament to how well HITRON and the Coast Guard have advanced this mission set to interdict non-complaint vessels in the most difficult environmental conditions," said Wilson.

This crew was one of more than 100 that the White House Office of National Drug Control Policy panel received from across the counterdrug law enforcement community. The Coast Guard was the only military branch who received recognition at the 2021 USIC Award ceremony for Maritime Interdiction.



"It was a true honor to be recognized for that award," said Van Ginkel. "And it was also an honor to be recognized on the White House grounds in the White House."



CG Auxiliary Flotilla 140-01-10 Conducts Avian Mercy Flight

By Ptero John G. Manganaro II, P-4974, District Staff Officer - Aviation, Flotilla 140-01-10

On 3 August, CG Auxiliary pilot Bill Melohn and crewmember

Buzz Paxton transported an injured Petrel bird from Maui to the Hawai'i Wildlife Center (HWC) on Hawai'i Island in a Cirrus SR-20 for medical treatment and rehabilitation. HWC representatives Dr. Juan Guerra and Erin accepted delivery of the bird at the Upolu airport.



CG Air Station Miami: Vice City SAR

By LT Gabby Deza, Aviator 4823



Air Station Miami operates out of Opa-Locka Executive Airport and patrols southward to Cuba, westward to the Gulf of Mexico, eastward to the

Bahamas, and responds to everything in between. In the Land of Eternal Summer, the restless inhabitants of South Florida soak up every last bit of sunshine and humidity year-round. As the Coast Guard's first "modern" aviation unit, AIRSTA Miami has deep roots in the area, with its hangar doors first opening in June 1932 in Dinner Key on Biscayne Bay. Since then, we've hosted an array of FW aircraft and helos beginning with the PJ Flying Life Boats; capable of landing in open seas

and plucking survivors from an untimely demise. With these flying life boats, Miami aviators were able to drop 100 message blocks warning seagoers of an approaching hurricane with over 150 mile per hour winds in 1935; rescuing 16 people in one sortie following the aftermath of the storm. During WWII, AirSta Miami found itself conducting anti-submarine warfare patrols and convoy support missions in OS2U-3 Kingfisher aircraft; vectoring surface assets to torpedoed ships and saving countless mariners at sea. The '50s brought along the amphibious HU-16 Albatross and the Sikorsky HH-19; invaluable in handling the 214% increase in SAR hours flown from 1952 to 1959. The '60s brought the rise of Communist Cuba and the historical migration of Cuban nationals to South Florida's shores; a daunting challenge which the members of Air Station Miami continue to rise to.

In 1965, AirSta Miami relocated to Miami Opa-Locka Executive Airport and has called this new location home ever since. Wedged in between Miami International's congested airspace to the South and Fort Lauderdale's similarly busy airspace to the North, Opa-Locka airport serves as the central location for CG response throughout the AOR.

See AIRSTA MIAMI on P. 14

An Old Helicopter I once Flew By Ptero Mont Smith, Aviator 1520



BHT-222B Emergency Medical Services (EMS) helicopter at Maui Memorial Hospital 1994.

The Bell 222B was a competitor for the Short-Range Recovery (SRR) helicopter to replace the HH-52A. I recalled the Bell sales team coming to CGAS Cape Cod in the 1975 timeframe to get pilot reaction to the design. It seemed very sleek. We were told all small military helicopters were then designed to fit inside a C-130 with little modification. The team wanted approval for "the first Bell helicopter with retractable gear." Our aviation engineers grunted and said, "more mechanical vulnerability and maintenance after shipboard landings."

I retired from the Coast Guard in 1994. My first civilian job was as a pilot for Mercy Air Hawaii, based at Maui Memorial Hospital. Our crew consisted of four pilots, four critical care nurses, three paramedics and a mechanic. We trained at Mercy Air headquarters in Rialto, California. I had not flown a helicopter since 1983, so I had begged some left seat time in an HH-65A from CGAS Barbers Point as an "observer" for an "area familiarization" just before I retired. The IP asked what part of O'ahu I'd like to see. I said I'd just like to get the feel of the controls under his close supervision. He agreed, and I commenced a series of air taxi maneuvers including squares, pivoting turns, sideways/backwards flight, and landings/takeoffs. After an hour I felt somewhat comfortable, although the H-65 rotor turned counter-clockwise, so it required right vs. left pedal to counteract the torque.

We pilots attended a short ground school at Rialto, and I soon found myself in the right seat of a skid-configured Bell 222 "Triple Deuce." Engine start and rotor engagement went smoothly, and my instructor, the company Chief Pilot, directed me to hover taxi to the active runway. When I looked down out my chin window, I saw that a small, battery-powered start cart was positioned very close to the nose of the helicopter. I knew that I would have to carefully adjust cyclic pitch to avoid lateral movement as I lifted off. The collective pitch lever in my left hand did not move in an arc like the H-52 and H-3 I had been used to. Instead, you gripped the collective by the two

throttles mounted on the forward end and moved the lever aft to increase pitch. I

could not anticipate how much to move the collective to lift off. Consequently, we popped up into the air about fifteen feet above the ground, but thankfully missed the start cart! The Chief Pilot calmly announced, "We like to hover about four feet off the ground here at Rialto." Dutifully acknowledged. We proceeded to taxi to a huge drainage ditch that paralleled the active runway. My instructor had me perform steep side slope and upslope landings and take-offs. I expected to be asked to enter the pattern and demonstrate normal approaches. Instead, we climbed north directly toward a high, tree covered promontory above the Cajon Pass. After pointing out a small clearing in the trees, my IP directed me to make an approach for a landing. I flew a high overhead recon at 4,000 feet and a slow, low recon at about 300 feet AGL to establish my tail rotor control authority and the availability of a low-power right turn if I needed to abandon the approach. I gave myself a long straightaway and set up for a shallow, powered, apparent-rate-of-closure approach, controlling rate of descent by gradually bleeding off airspeed and increasing power. About 50 feet above the trees, my IP directed a wave-off. I was surprised, because I was concentrating on the LZ and we had it made! Later I realized that he just wanted to know I could do the maneuver. We had no on-site crash equipment and we could not land.

I made day and night "ride alongs" in the B-222 left seat with company pilots and experienced several scene calls from Rialto, Hemet and the High Desert. One memorable night scene call near Joshua Tree involved embarking a grievously wounded woman whose car had collided with a tree. She was impaled by a branch that had penetrated her stomach through and through. I helped the nurse load her onto our gurney and we rushed her to Palm Desert Hospital's rooftop helipad, where we shut down and were met by the ER team. After our flight nurse returned, I innocently inquired about the prospects for our patient's recovery. "She's gonna die," the flight nurse responded. "The body cannot recover from all of those foreign substances being injected into the core." I was shocked. Up until then, I thought all our air ambulance missions were going to be totally successful. We would pick up trauma patients and deliver them to the ER within the Golden Hour, after which they would

make a full recovery under the expert care of the medical community.

After returning to Maui, we established our operation at the hospital. Our helicopter was parked in a tiny grass lawn between the ER entrance and the visiting nurse's quarters, where we had a small office, kitchen, and bedrooms. A duty crew consisted of pilot, flight nurse and paramedic. Each crew stood a 12-hour watch, either 7:00 p.m. to 7:00 a.m. or 7:00 a.m. to 7:00 p.m. The company arranged with the County to indemnify us so we could land at parking lots adjacent to beaches, parks, schools, highways, and other open areas. Our Chief Pilot visited these locations and developed GPS coordinates to enable us to program our navigation computer. Our Part 135 Operations Certificate required us to operate with a ceiling of at least 1,000 feet and visibility of 3 miles unless we filed an IFR flight plan on airways.

There is an old saying in Hawaii that there is no VFR at night on the Hamakua (windward/north shore) coast. I learned this the hard way one night. We had transported a patient portal-to-portal from Maui Hospital to a higher level of care on O'ahu by following the lighted shoreline between Maui, Lana'i and Moloka'i. On the return flight under FAR Part 91, I elected to return to Maui via the north shore of Moloka'i. After all, there was a bright full moon illuminating the land and water...piece of cake. I had, Gary Pascua, our "Flyin' Hawaiian," sitting next to me in the left seat. As we passed just west of the old Leper colony at Kalaupapa, I noticed the moon was no longer visible. Soon a broken cloud layer formed above us. A few miles later I began a descent to 300 feet above the water to remain VFR below the clouds. There was no forward visibility, no visible shoreline, and I was using the radar to keep a safe distance from the sea cliffs. (This was the general area where HH-52A 1420 piloted by LCDR "Buzz" Johnson and LT Coleen Cain, and crewed by AD2 David Thompson, had collided with the steep sea cliffs during a night SAR case on January 7, 1982.) I turned to Gary and said, "I am making a standard rate turn to the left for 180 degrees. Keep your eyes fixated on the radar altimeter. I will maintain 300 feet. Do not let me descend. If I go below 300 feet, call it out and repeat the warning until I am back on altitude!" After several tense minutes, the visibility improved, the cloud cover receded, and the moon came back. I crossed Moloka'i's west end and proceeded east into the pass between Moloka'i and Lana'i. We returned safely to base, and I made a mental note not to ever do that again.

I flew N406MA for three years before the company decided to close its Hawaii operations. I made many scene calls, in-

cluding flying “bends” cases to the hypobaric chamber in Honolulu, picking up injured bicyclists from the crater road on Haleakala, and medevac’ing patients from the Big Island to O’ahu. I remember a long case one night that involved a patient suffering from recurring heart attacks on the Big Island. Medcom dispatched us because our fixed wing competitor had broken down at Kona Airport. When we arrived, both crews helped load the patient onto our gurney. His wife was seated in the cockpit left seat. I had two flight nurses with the patient in back. My instructions were to head 165 miles over water to Queen’s Hospital on O’ahu. As I leveled off at 1,000 feet, nurse Cindy keyed the ICS. “We’ve gotta run a code on this guy!” This procedure involved injecting epinephrine into the guy’s heart (like in the movie *Pulp Fiction*) and shocking him with the paddles. I never liked the idea of high voltage in a helicopter. “Okay,” I yelled back, “I’ve got my feet off the pedals!” Not that it would matter, but it made me feel better. Nurse Cindy would always forget to go off hot mic so I heard her heavy breathing for several minutes before she said, “Call Maui Memorial on the medcom and see if we can divert in there.” This I promptly did, but I got a negative response. “The doctor thinks it would be best for you to proceed to O’ahu.” I think the nurses ran the code three more times before we got to Queens. I landed on the rooftop pad, shut down, and waited for them to come back up from the ER. When they returned, I asked about the patient’s status. “Still alive” was all they said. Mercy Air’s policy was to call to check up on the patient’s outcome. On our next duty night, nurse Cindy said, “He walked out of the hospital yesterday.” Unbelievable.

Probably the best case on which I flew occurred shortly before I left the company. It happened just before Christmas 1996. I had the night watch with nurse Cindy, and paramedic “Trauma Terry.” About 6:00 a.m., shortly before we were due to be relieved, Medcom called with a mission to Hana. Hana is a tiny village on the eastern tip of Maui. The only information we had involved several missing fishermen whose boat had sunk in the Alenuihaha Channel between Maui and the Big Island. One survivor had been picked up about 10 miles east of Hana and was at the Hana medical clinic. The clinic helipad was carved out of a clearing between trees that were nearly 100 feet high, requiring a very steep approach. The chatter en route on the medcom frequency seemed confusing, so I told nurse Cindy I would land at the clinic and keep the rotor turning while she went inside to find out more details. She hurried out and plugged back into the ICS. “The doctor says this guy is suffering from hypothermia. He’s been in the water for nine hours and his buddies are still out

there. The doctor wants us to go out and find them!” I had her call the Chief Flight Nurse at home to present the situation and request authority. We were an air ambulance, not a rescue helicopter. The Chief Flight Nurse said, “Go ahead.”

My mind raced to make some quick calculations. I picked a position 10 miles east of Hana off the Sectional Aeronautical chart and inserted it into the Trimble GPS. We had about 800 pounds of fuel to dry tanks and were roughly 35 miles (20 minutes) from Kahalui Airport, where I could refuel. The Triple Deuce burned about 10 pounds of fuel per minute. With 200 pounds en route to Kahului plus a 10% reserve, we had about 500 pounds (50 minutes) of “on scene” fuel. I mentally calculated a Victor Sierra search with 5- mile legs and an angle between legs of 30 degrees. If we started on a cardinal heading of due east, the first cross-leg would be what? It had been 30 years since SAR school. I searched my memory. It should be “90 degrees plus half the angle of Theta.” I drew the pattern on my kneeboard. We would turn right to a heading of 195 degrees and intercept the next track inbound to datum and outbound on the next leg on a heading of 300 degrees. Thus, we would create a series of pie slices, rotating clockwise until we expended our limited fuel. I planned to fly the search at 50 knots, or about 6 minutes outbound from datum before the first cross-leg. I briefed the crew that I would fly at an altitude of 300 feet, and we would be looking for a man’s head, something about the size of a coconut, just above the water. “Don’t look out too far. At this altitude, look out about 45 degrees from the vertical.”

We started out from datum on the first leg. Nurse Cindy was sitting in the cabin looking out on the right side. Trauma Terry (he had served in the First Gulf War as an Army helicopter medic so he was familiar with aeromedical and flight mechanic terminology) was sitting in the left cockpit seat looking out on the left side. We had not gone three miles when Cindy called out, “I’ve got something in the water on the right!” I looked out my window and saw it, too. It was a leafy object about six feet long and partially submerged. “That’s not them, but it’s about the right size. Good eyes. Keep scanning.” After a few more minutes, we turned to the cross-leg heading. I watched the GPS until the bearing to datum showed 300 degrees and turned inbound to datum. Miraculously, after about two minutes, Trauma Terry shouted, “I’ve got them in sight at ten o’clock!” I turned left immediately and said, “Keep them in sight!” In the steep turn, I saw the survivors out Terry’s side window and maneuvered to arrive in a high

hover into the wind with the survivors at twelve o’clock. The two men were close together, taking turns ducking their heads under water. I told Cindy to unbuckle our crew survival raft in the cabin and hand it up to Terry. Terry said, “I can see why they keep looking under water; there’s a twelve-foot tiger shark circling them!”

I said, “Terry, I want you open your door and hold our raft so that it hangs down below the helicopter. Go on hot mic and conn me in toward them.” Terry responded, “Do you want me to pull the D-ring and inflate the raft?” Almost as quickly I shot back, “No! If the raft inflates before they get it, it will blow up into the rotor.” He conned me in as I descended to about a five-foot hover, and he was nearly able to hand the raft with the D-ring to one of the men. When Terry yelled, “He’s got it!” I quickly climbed up to about twenty feet and backed away. As the raft inflated, the two men leapt aboard from either end. We were communicating with a Fire Department boat crew that sped to the scene, pulled the men aboard, and recovered our raft. I landed back at the Hana clinic, where nurse Cindy met the survivors and doctor. After a quick examination and IV fluid hydration, the doctor approved our transport of the survivors back to the Maui Hospital for evaluation.

Postscript: About two weeks after the incident, I received a phone call at quarters from the boat owner. He wanted me to give a statement for his insurance company. He described how they were fishing in the late afternoon when the boat suddenly started sinking very fast. They went in the water wearing only t-shirts, shorts and the ubiquitous “rubba slippas.” During the night, one man became separated. I told the caller that we thought they were being circled by a shark when we found them. The caller said, “At one point during the night, I asked John as we brushed together, ‘You got your rubba slippas on?’ He responded, ‘No Robbie, barefoot same as you, brudda!’” The shark was gently rubbing up against them. They thought it to be an aumakua. Aumakuas are ancestral spirits which might occupy a living animal to protect a person.

This gave me chicken skin.



In the early days of aviation, the designers were also the test pilots. This had the effect of weeding out the bad designs.

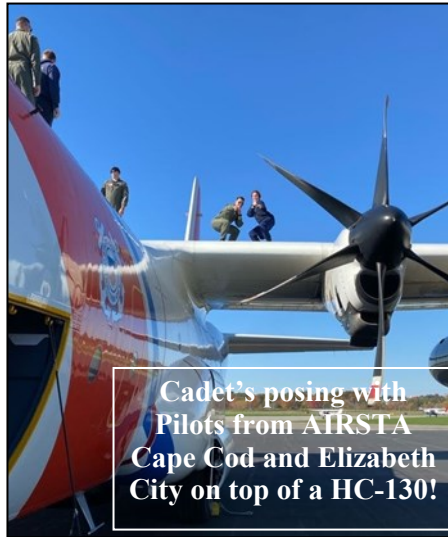
— Igor Sikorsky

CG Academy Holds Aviation Career Week By Cadet 1/c Finnegan Hall

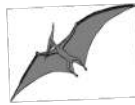
Greetings from New London! The Coast Guard Academy wrapped up another successful annual Aviation Career Week from 17-21 October. Aviation Week at CGA provides great opportunities for Cadets and Officer Candidates to interact with the Aviation Community. Aviation Career Week was kicked off with a MH-60 flyover to welcome back Alumni classes for the Homecoming Football game. Throughout the week, the club hosted multiple officer and enlisted panels focusing on topics from aircraft maintenance to traits of successful pilots. 1/c Young gave a tour of the REDBIRD flight simulator for a congressional visit. The club honored the memory of LTJG Morgan Garrett (CGA '19) with a morning Workout to Remember. Cadets paired up with Officer candidates to struggle through a 0600 rescue swimmer workout (Ran by current Officer Candidate ASTs). Ptero LT Cassandra Hawley, Aviator 4637, from AIRSTA San Francisco delivered a powerful keynote address for Women in Aviation. The week culminated with a first ever static display of both a HC-130 from AIRSTA Elizabeth City and HC-144 from AIRSTA Cape Cod at Groton Airport! Many underclass cadets said they were "inspired" by the week and "eager to join the Coast Guard Aviation Community". The club would like to thank CGAA for their continued support of the Coast Guard Aviation Club and all they do to support the future of Coast Guard Aviation.



A gathering of cadets & pilots at the HC-130 and HC-144 Static Display at Groton Airport



Cadet's posing with
Pilots from AIRSTA
Cape Cod and Elizabeth
City on top of a HC-130!



Congressional REDBIRD
Simulator Visit.



Workout to Remember for
Morgan Garrett (CGA '19)

Who Saw This Coming? USCG Support for the Gemini 3 Mission By Ptero Tom Beard, Aviator 1104

The first manned Gemini flight and first U.S. space flight with two astronauts aboard featured the test of a fully maneuverable capsule. The *Gemini 3* (Gemini-Titan, GT-3) was unofficially dubbed "Molly Brown" (from the movie "Unsinkable Molly Brown"). Command Pilot, Astronaut Virgil I. "Gus" Grissom's first spaceship, Mercury 4 (Mercury-Redstone, MR-4), named *Liberty Bell Seven*, sank and was lost after his first space mission during after-landing recovery attempts. Grissom chose "Molly Brown" as a witty reference over NASA's reluctance for this capsule's call sign. During the flight, Grissom altered *Gemini 3* spacecraft's orbit to a more circular pattern, using on-board thrusters, practicing techniques, which would be applied during upcoming Gemini rendezvous and

docking missions. (Lethbridge) This time the U.S. Coast Guard was there nearby at splashdown to recover both astronauts and prevent the second capsule from sinking beneath Grissom.

Not all went as intended.

NASA mission planning assigned two backup Coast Guard recovery forces, each consisting of a small ship bearing a helicopter, located miles up-range from GT-3's intended splashdown location. The prime recovery units, Navy aircraft carrier, USS *Intrepid*, with two Navy SH-3A helicopters, along with two Navy destroyers, were within a ten-mile ring calculated as the spacecraft's water landing spot. Furthermore, *Intrepid* carried NASA personnel to handle the spaceship's post-flight recovery and examinations plus multitudes of news reporters to witness this "first" pilot-controlled spaceship's return from earth orbit.

The two large Navy helicopters were aboard *Intrepid* to pluck astronauts from the sea at the expected close by landing site. The carrier would hoist the capsule aboard with a crane for NASA. The Air Force had a C-54 flying overhead in the recovery area carrying two para-rescue swimmers to assist the astro-

nauts in escaping from the capsule and aid them, in their clumsy space suits, into rafts. These swimmers, once parachuting to the capsule, were also to install a floatation collar buoying the capsule, preventing it from sinking, while waiting for *Intrepid* to arrive and pluck it from the sea. The Air Force backup flight could respond by flying quickly to any nearby location should the spaceship land outside the planned landing zone.

CG engagement, as a part of the recovery team, came fourteen days before splashdown. A helicopter detachment was quickly assembled at Aircraft Repair and Support Center (AR&SC), Elizabeth City, NC, with pilots, crewmen and helicopters "from five widely scattered air stations, many who had never been known each other...and yet from the beginning they performed as a team." This unit had three borrowed Sikorsky HH-52A helicopters, six pilots, and a small number of maintenance and flight crewmen. (Redfield 4/2/65)

LCDR John C. Redfield, the quickly-assembled unit's officer in

charge, noted: "The three aircraft assigned for the mission, on loan from other units, were in 'from good to poor condition' and required considerable work to place them in an acceptable status." Redfield's note, in one written report, is a strange evaluation since the aircraft were all about a year new from the factory. Additional helicopter preparation time, taking from mission flight training, was for installation and testing of a special space-capsule homing device, a "Cook" homer. "Limited success in the Elizabeth City area was achieved prior to departure, much more testing and development is needed to make these homers operational." Furthermore, TACAN, not a part of the aircraft's avionics package at the time, also had to be installed. Training time for the crews was dwindling when poor weather stopped any possibility of training flights. (Redfield 4/26/65)

Spare parts and equipment for helicopter support was delivered on 13 March to Norfolk and loaded aboard USS *Intrepid*. As a precaution, two Coast Guard crewmen from this detachment remained aboard the Navy carrier as caretakers for this gear. The aircraft commanders, Lieutenant Commanders Redfield (#471), from CGAS New Orleans, Frederick P. Schubert (#682), from CGAS St. Petersburg, and William J. Russell (#742), from CGAS Houston, met the same day aboard the carrier with the operations officers from Commander Carrier Division 20. This was when the mission profile for the CG cutters' helicopter operation was revealed to the Coast Guard crew.

Splashdown was now 10 days away.

The three helicopters, CGNRs 1366, 1367, and 1369, flew from Elizabeth City on 19 March, in bad weather, requiring ILS approaches, into NAS Norfolk. They reached the carrier's pier by air taxiing below the 600-foot ceilings following their instrument approach to the runway. The helicopters were hoisted aboard the carrier and placed below deck. A delay in the planned spaceship launch moved the carrier's departure one day, now just three days to scheduled recovery in the Atlantic, southeast of Cape Kennedy. The hastily assembled crew still had no training time for astronaut recovery procedures or opportunities to practice landings aboard CG 210 class cutters. (Russell)

USS *Intrepid* got underway from Norfolk on 20 March for the primary GT-3 recovery area and a rendezvous with the two CG 210-foot cutters, CGC *Diligence* and CGC *Vigilant*. Crew briefings aboard *Intrepid* took much of the time en route to station. Two simulated recovery drills were scheduled for 22 March, one day before

the spaceship's arrival. The Navy's SH-3As and carrier conducted the first drill. The second—with each HH-52A operating from its assigned cutter—planned for later the same day, just 24 hours before the spaceship landed. In preparation for this drill, Schubert flew CGNR 1367 to *Diligence*. Russell flew CGNR1369 to *Vigilant*. Despite the lingering heavy weather, both CG 210 cutters arrived on station in sufficient time to receive the helicopters on the short flight from the carrier. This weather finally led to the cancellation of CG's drill. Furthermore, the Navy's backup, the destroyer USS *Mullinnix* reported it would be unable to recover the dummy spacecraft in its drill also due to the heavy seas.

A maliciousness sometimes conducted aboard Navy aircraft carriers when an 'outsider' aircraft lands aboard, is painting the interloper aircraft with ship and squadron logos or markings. The CG Helos on *Intrepid* received these customary markings though they were officially a part of the "air group." The CG aircraft mechanic assigned to paint out the offending markings went one-step further and painted "USCG" in large letters—the same as displayed on Coast Guard helicopters—on the bottom of the Navy's primary recovery helicopter. Redfield, as the only CG officer aboard, received not-so-friendly redress from the ship's CO. Redfield remained aboard *Intrepid* with the third HH-52A. "The lack of a liaison officer aboard the carrier required that I remain aboard to attempt to 'protect' the CG's interests." (Redfield 04/26/65)

Redfield's choice of pilots for this unique mission was based on their being highly qualified in the *Reliance* class shipboard helicopter operations and having had recent experience with the cutters to which they were assigned. Only three CG aviators then were shipboard qualified on the 210 class cutters. Redfield, with Russell just months before, completed a major ship/helo project bringing both the new 210s and new HH-52A together as a combined sea/air unit. The very success of the new 210 class to operate as designed depended on Redfield's efforts enabling the helicopter to operate effectively from this unique deck and ship configuration. Redfield and Russell worked with the ships still in commissioning stages coming out of Todd's Houston Shipyard. A failure or inability to handle helicopter operations during the ships' acceptance would dash a long-term ship design and building effort and long-range CG helo operational plans. They did succeed, and now for the first time, the CG was ready to demonstrate this unique ability of placing a short-range helicopter anywhere in the world operating from a small vessel. Concluding their work, Redfield, with Russell's help, wrote the HH-52A flight manual ship operations section based on their pioneer work. (Russell, Redfield interviews)

GT-3 launched from Cape Kennedy the morning of 23 March 1965 with splashdown offshore following three earth-orbits four hours and sixteen minutes later. *Diligence* with CGNR 1367 was assigned a position forty-eight miles and *Vigilant* with CGNR 1369 eighty-three miles from *Intrepid* along the

spaceship's inbound track. Weather conditions improved slightly from the earlier stormy conditions. Seas were still moderate and skies clearing with only a scattered cloud cover. (Note: USCGC *Diligence* was recorded in the NASA history report as a Navy ship, "USS *Diligence*;" CGC *Vigilant* did not appear on NASA's manifest of the twenty-one support vessels.)

Crewmembers, aboard the CG cutters and their rescue helicopters, heard voice communications from the spacecraft during its re-entry. Those monitoring the radios aboard ship heard Astronaut Gribson say the spacecraft was not receiving the scheduled "G" forces and would come down about twenty-five miles short of the carrier. The actual "splash" location, however, would be nearer to *Diligence*. The spacecraft struck the ocean approximately fifty-eight miles from the prime recovery unit, *Intrepid*, and only nine and a half miles from *Diligence*.

This was the opportunity for the Coast Guard to utilize their newly developed shipboard-helicopter rescue platforms, the *Reliance* class 210-foot cutters with HH-52A Seaguards. Yet, stressed in pre-mission briefings aboard *Intrepid*, was that *all* helicopters, CG and Navy, would *not* launch until directed to so by the Force Commander. CGNR 1367 sat idling on *Diligence*'s flight deck within three minutes of the now floating capsule in abeyance of these orders. Then, for reasons not recorded, the two Navy helos were order to fly from the distant *Intrepid* to the recovery location thirty minutes away. Yet *Diligence* got no orders to launch its helicopter. Redfield, aboard *Intrepid*, believed "this order was purposely delayed to permit the Navy helicopters to close the gap." (Redfield 04/26/65, author interview)

With the knowledge that the Navy had launched their helicopters, Schubert immediately got airborne in 1367 from *Diligence*. Even with the launch-delay handicap, Schubert arrived on scene the same time as the Air Force C-54 dropped the "para-medical diving team." (Redfield 4/2/65) One jumper splashed down within ten feet of the spacecraft. The second, with the capsule's floatation collar, dropped in over three-fourths of a mile away.

Schubert flew immediately to this medic to hoist him and the floatation collar, to place them at the spacecraft. The leading Navy's SH-3A helicopter, en route, was designated "on scene commander" by *Intrepid*. At the moment Schubert was closing on the swimmer for the hoist, the Navy helicopter pilot, Lieutenant CDR Warren H. Winchester, not yet on scene, ordered CGC *Diligence* and helicopter to "vacate the area." In effect, according to Redfield, "the show was now

over for the CG forces.” In the rush to save the astronauts, the Navy helicopter crews ignored the second medic in the water, the one Schubert was about to recover, and it was another fifteen minutes, by Redfield’s account “before they counted noses and come up missing one man.” Until the second medic was recovered by a Navy helicopter, Schubert lingered nearby, staying out of the “area” but keeping a watchful eye on this man in the event he appeared to be in trouble. (Redfield 4/2/65)

Redfield in his post mission review cynically noted, “All the carefully laid plans for the recovery now went out the window with the exception of one. On 22 March, the day before the shot, [he, Redfield] observed [the Navy pilot] Winchester being photographed by the news media aboard *Intrepid* and standing in front of SH-3A [Modex] 57 and being congratulated for a mission. On the day of the recovery, which helicopter was ushered in to make the hoist? Right...the 57.” (Redfield 04/26/65)

In the moments before leaving the spaceship, Grissom asked the pilot in the Navy SH-3A, Modex 52, for the location of the nearest surface unit. The reply: “*Intrepid* was one and a half hours away and coming fast.” No other vessels were mentioned, not even, *Diligence*, with a more suitable helicopter for their hoist, four and a half miles away.

Sikorsky’s HH-52A and SH-3A are very similar in appearance. The former was designed as a baby copy to the latter with a single engine rather than the two similar engines in the SH-3A. The SH-3A

Sea King, however, outweighed its baby brother by three to one. The necessary rotor thrust to hold the 22,000-pound helicopter in a hover creates a violent downwash, enough to sink the vital spaceship if the large helicopter hovered above it to recover the astronauts. Therefore, both space pilots had to climb out of the craft and swim away, aided by rafts and rescue swimmers, clear of the spacecraft, before the hovering helicopter could hoist them from the sea.

Contrarily, the look-alike HH-52A Seaguard, at approximately 7,000 pounds, could hover directly over the capsule without danger of sinking the spacecraft, and hoist the two pilots directly into the helicopter without them having to enter the water. Then they could have been flown to the nearby CG cutter within minutes of splashdown, dry, and without the added hazards of a swim in choppy seas burdened by spacesuits. Redfield, in his official remarks said, “In order for the SH-3A, 57 to hoist the astronauts, they both had to climb from the spacecraft into the water since the heavy rotor down-wash was of sufficient force to sink the spacecraft. Our HH-52A’s, with their light rotor-wash, could have hoisted both astronauts without even wetting their feet.” (Redfield ltr. 4/2/65)

The spacemen arrived safely aboard the Navy aircraft carrier *one hour and twelve minutes* after their touchdown, seasick from their thirty-minute wait in the bobbing capsule, and wet—recovered by the Navy without help from the CG. Redfield remarks after the mission uncannily predate and could be exact quotes from observations to come forty years later about CG rescue operations in Hurricane Katrina: “The officers and men of this group

performed in an outstanding manner under very trying conditions. Those assigned came from five widely scattered air stations, many who had never known each other... And yet, from the beginning they performed as a team. Due to poor weather an little time to prepare for the mission, personnel were required to work day and night, seven days a week and they did this willingly without complaint.” (Redfield 4/2/65)

Redfield continued in his report, writing: “I was standing on the bridge of the huge aircraft carrier, watching the small cutters with helicopters attached, dancing about like a cork. Knowing the Navy was also watching and admiring, made me swell with pride for these men. How could we miss with a team like this?” (Redfield 04/26/65)

The CG’s role, while passive or excluded on this mission, was not all without notice. Redfield later remarked, “While the spacecraft was on the aft hangar deck of the carrier for deactivation, and while hundreds of NASA technicians, newsmen, and Navy personnel were about, a NASA official poked his head up out of the spacecraft and hollered out to me, ‘I see the CG has done it again!’ I asked, ‘what?’ He replied, ‘Why arrived on scene first, of course!’”

Redfield, in concluding his report, noted, “Had the *Diligence* been equipped with a crane, divers, and recovery collar...and experienced a communications loss with the carrier, the show would have been all Coast Guard.” (Redfield 04/26/65)

AIRSTA MIAMI From 9

On April 13th, 1980, the historic Mariel exodus of Cuban nationals taking to the sea for Florida’s shores began. More than 100,000 persons were eventually rescued by AirSta Miami crews over the course of countless sorties. To this day, “12–ELT MIGRANT” is Miami’s bread and butter; it’s embedded in our history. Working in conjunction with the Department of Customs and Border Protection (CBP) and local police departments, the staggering numbers of Cuban nationals arriving on Miami’s shores continued to grow exponentially, and with it, the potential for catastrophic numbers of lives lost at sea. The five Ocean Sentry HC-144 aircraft which operate out of Miami, with continuous two - week deployments out of Puerto Rico and Guantanamo Bay, Cuba, are constantly on patrol for illicit drugs and migrants aboard non-seaworthy vessels. Miami’s five MH-65E helicopters remain always at the ready when these makeshift vessels are overwhelmed upon the open ocean. With the threat of devastating thunderstorms that appear without warning and the peninsular layout of Florida, AirSta Miami

keeps a watchful eye from all angles as the Gulfstream attempts to grab ahold of these homemade vessels and claim more lives at sea.

All our urban SAR training was put to the test on 28 September 2022, and the days that followed, when Hurricane Ian battered the west coast of Florida, displacing 10,000 residents and claiming 119 lives to the devastating Category four storm. The outer bands alone, left massive destruction in their wake, as four tornadoes touched down in Miami, destroying homes throughout the area and overturning 30 small planes at nearby North Perry airport. AirSta Miami became a logistical hub as crews from Savannah, Houston & Clearwater poured in to assist with the accelerated operational tempo. Miami air crews flew 44 sorties totaling 89.2 hours, saved 32 lives, assisted three lives and laid witness to the aftermath of Ian, particularly in the Fort Myers, Sanibel, Captiva and Pine Island areas. Working side by side with National Guard, Navy and local emergency operators, CG units throughout Florida answered the call and provided refuge in a desperate time of need. All the while, we continued to respond to adrift migrants as they poured onto our shores and were laid bare to the harrowing dangers of a passing major hur-

ricane. With the looming threat of tenacious Mother Nature, AirSta Miami crews train day and night for situations just like Ian. From 1932 to 2022, Air Station Miami has remained poised to respond when danger threatens South Florida; a place we call home.



AST3 Ramos-Yap responds to Hurricane Ian’s aftermath.

AET2 Rodriguez conducts a live hoist





Mail Call! This issue's mail is brought to you by an Air Station Kodiak MH-60 at Kotzebue, AK on 23 September. Photo by AST3 Tobias Hoffman.

AirSta Elizabeth City Article

I enjoyed LT Kealy's article on ECG. I don't know if it is generally known that the patch/logo was a WWII Disney creation. Such was the word from local expert Fred Merritt. I went on line, and found that his group did over 1,200 for various units. Don't let them change it! Ptero Art Wagner, Aviator 769

Pterogram Sighting



Ye Ancient Scribe and CAPT (Ret.) Kip Louttit, CGA '79, visited Skara Brae, near Kirkwall, Orkney Island (59-03N, 03-20W) in August on a cruise with their spouses and Kip's kids. Skara Brae is a stone-built Neolithic settlement, located on the Bay of Skaillon the west coast of Mainland, the largest island in the Orkney archipelago of Scotland. Consisting of ten clustered houses, made of flagstones, in earthen dams that provided support for the walls; the houses included stonehearth, beds, and cupboards. The site was occupied from roughly 3180 BC to about 2500 BC. No remains of Pterodactyls were detected.

A Coast Guard Day Good Deed

Members of Air Station Atlantic City's Aviation Engineering Department spent the morning deep cleaning HH-52A 1462 at the Naval Air Station Wildwood Museum. 1462 entered Coast Guard service in



1969 and served at eight CG units before its retirement from Service in 1989 as one of the final operational HH-52's in the CG inventory. Preserving history for the next generation is an important part of our Coast Guard legacy and we are grateful for the opportunity to volunteer in this capacity. Happy COAST GUARD DAY!
Ptero Christian Polyak, Aviator 3805, A/S Atlantic City EO



Coming Full Circle

John Hayes is a dear friend of mine and a long time employee with me through many contracts and others at the Aviation Logistics Center in Elizabeth City approached me in the spring of 2016 and asked for a month long leave of absence for a "once in a lifetime adventure". John's love of aviation is only second to his love of the sea and he was offered an opportunity to sail a friends yacht from Honolulu to San Diego in June of 2016.

John started working night shift as a "Worker" in the MH-65 product line while going to school for his degree in mechanical engineering. Working in the composite shop and sheet metal shop at night, John received his degree in ME and proceeded to take a contract position supporting the Engineering Services Division at the ALC in the CAD and graphics department. After several years in these positions, I hired John to be an ACATS programmer developing test programs for the DITMCO testing conducted in MRR for the MH-60T's.

The CG and our company granted John's leave request and he was off to Hawaii at the beginning of June that year. All preparations were made for the trip only to have it end before it began...the engines would not start on the sail boat and his window of opportunity for getting underway and back to work on time were quickly diminishing. At the VERY last minute, the owner (a marine surveyor) learned of another yacht owner that was in need of one more crew member to ferry his 45' Andrews racing yacht (S/V Loco Motion) from Honolulu to San Diego. As John's flight itinerary was already set to depart for home from San Diego and the trip was just within the window of making it on time, he accepted the offer and was quickly underway with two others bound for the California coast.

On the night of June 15th at approximately 2100 the Andrews struck an unknown submerged object 150 miles off the California coast which tore away their rudder and severely compromised the hull. The worked for hours trying to make repairs by flashlight and lantern to no avail. The decision was made to send the call to the USCG as the pumps became overwhelmed.

A C-130 and the 6022 were launched from A/S San Diego to assist John and his two shipmates. When the C-130 arrived on station, the decision had been made by the crew that they needed to abandon ship. The 6022 arrived and deployed their rescue swimmer and all three were safely hoisted aboard the 6022. After being checked on by the crew, John started telling them that several of their wiring harness clamps were in the wrong place and pointed out where several things had been routed incorrectly (John has a dry sense of humor to say the least) the pilot asked how he knew. John went on to tell them that he worked at the ALC and wrote the test programs for the wiring harnesses for all the 60's.

Upon hearing that, the crew immediately called to the air station to tell them that one of their "passengers" was a program-

mer from the ALC and the command was immediately notified (at 02:00). When. They landed, the CO, XO, EO and station photographer were all there to welcome them and treated the three crewmembers of the lost Andrews like family.

The story gets better...

Fast forward to December 2021. John reaches out to me looking to do something different to support ALC and I manage the MH-60T Depot Level Maintenance program and Fleet Expansion contract for MRR. John came to work for us as a mechanic in the 60 product line shortly thereafter. As the 60's in the fleet reach their

20,000 flight hour life-limits, they are inducted into the Service Life Extension Program (SLEP) where the airframes are stripped of all airworthy components and the airframes are retired. In May of 2022, the 6022 had reached it's final hour of service for the USCG and was flown to ALC to be decommissioned and enrolled into the SLEP program. John is now a mechanic with the disassembly team and had the privilege of being reunited with the 60 that saved his life. Bittersweet to say the least that he was the first to lay hands on the "bird" that saved him only to start dismantling the aircraft that will forever stay with him. We took a lot of pictures

and he recounted the story while he sat in the crew seat that he was in after being hoisted aboard before we started to take her apart. John got a few moments to say "thank you."

I've never heard a more "full circle" story than that one and am so very proud to share it with anyone that might be interested. John is a very humble person and doesn't make a big deal of things, but in our world at the ALC, I think it's an exceptionally big deal!

Aaron Johnson, Sr. Program Manager, Affordable Engineering Services, Inc.



Crumley's Corner
By Ptero Beth L. Crumley, P-1916,
Assistant Historian, U.S.C.G.,
Office of External Outreach and
Heritage, CG-09231, CGHQ

**The Curious Incident of
William P. Wishar**

Greetings from the Historian's Office! The Society of American Archivists defines the term "archivist" as "an individual responsible for appraising, acquiring, arranging, describing, preserving, and providing access to records of enduring value, according to the principles of provenance, original order, and collective control to protect the materials' authenticity and context." Some of you have heard me say that I am not an archivist. There are simply times I take on that role at Atkins Hall. I am, first and foremost, an historian.

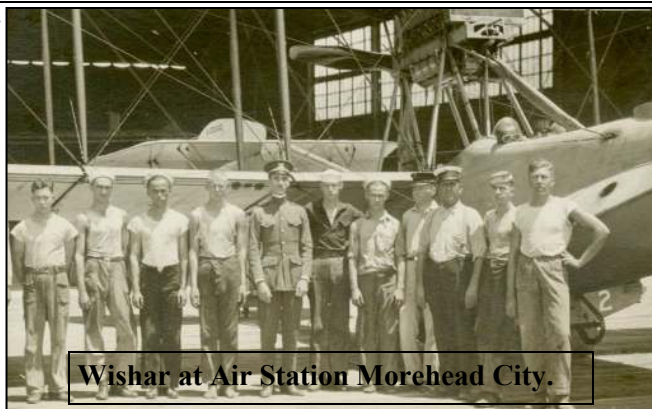
Here in the Historian's Office, taking on that role of archivist is a necessity. Records must be processed, organized, finding guides written, to insure those records are available in perpetuity. That said, an archive is more than a collection of paper. An archive is a place of mystery, and wonder, and many times, of answers. Occasionally, one might encounter something truly...odd.

Several weeks ago, the Chief Historian handed me an envelope. It contained correspondence from Mr. John L. Tyree, that began, "The enclosed letters cover a curious incident at the start of World War II involving my grandfather, William P. Wishar, that I thought you might find of interest." That was my introduction to one of the most intriguing stories I have ever encountered.

Wishar's career in the Coast Guard is notable. He graduated from the Revenue Cutter Service Academy in 1909, and began his career aboard *Seminole* be-

fore undertaking a course of instruction in explosives at the U.S. Naval Torpedo Station. While there, Wishar also qualified as a diver. He served aboard *Seneca*, and developed a keen interest in radio engineering, completing a year-long course at Columbia University. After service on *Seminole*, *Mohawk*, and *Comanche*, Wishar was assigned to duty at Naval Station, New Orleans in connection with fitting out Sub-Chaser #1. At the request of CG Headquarters, he transferred to *Manning*, based in Gibraltar and assigned to convoy duty.

After the war, Wishar served as the XO and instructor in navigation and radio engineering at the CG Academy, publishing an article in the Coast Guard Journal in 1917. Wishar subsequently applied for and was accepted for flight training. His service record reads: 'October 1919-November 1920-was "Student Naval Aviator" at U.S. Naval Air Station, Pensacola. Completed course at head of class and was designated "Naval Aviator" June 25, 1920 (Seaplanes). June 26-November 9, 1920 -was taking the Lighter-than-Air training and torpedo training at Pensacola. Completed

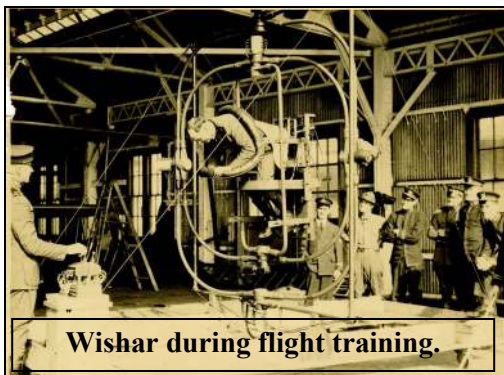


Wishar at Air Station Morehead City.

station, he recommended Morehead City as "best suited to prove the worth of CG aviation." He took command in March 1921.

It is abundantly clear that Wishar was well-suited to a career in the CG. One fitness report states, "An exceptionally good aviation officer and "all-around" officer. Thorough, conscientious, and obtains excellent results. Would be a decided asset to any command..."

Unfortunately, Wishar had never been particularly healthy. Even early fitness reports describe him as "run down," and "not a rugged man." As early as the spring of 1911, it was reported that he would do very well in any duty "unless severe physical exertion was involved." In late 1923, stationed aboard *Yamacraw*, a fitness report stated, "This officer's health is poor, and he has been granted extended sick leave." At 5 feet, 10 inches tall, Wishar's weight had dropped to below 120 pounds. Despite that, "upon completion of sick leave," Wishar was transferred to *Algonquin* to serve as XO and navigator. Still suffering from an undiagnosed illness, service aboard *Bear* followed. Interestingly enough, the Historian's Office has a file of letters written by Wishar during this time. He never mentions his health issues, only writing about missions undertaken. By 1925, it was recommended that he be medically retired. Diagnosed with severe anxiety and neurosis, Wishar believed his condition dated from his wartime duty aboard *Manning*. Stated one doctor, "this man has undergone the strain of the World War, in



Wishar during flight training.

course in Lighter-than-Air and qualified as Free and Kite Balloon Pilot and Single and Twin Motored Airship Pilot. Qualified as Torpedo Plane Pilot.'

Wishar finished first in his flight class of 22 students. (Von Paulsen was second) He became USCG Aviator #5. Informed that he would be assigned as CO of the first CG air



the actual zone of submarine operations.”

In March 1926, Wishar was tried and found guilty by a general CG court of failing in his duty as CO of *Algonquin*. Charges included scandalous conduct tending to the destruction of good morals, neglect of duty, and violating lawful regulations issued by the Secretary of the Treasury. Wishar was officially retired in July 1926.

This, however, is not the end of the story! When a national emergency was declared prior to the start of World War II, Wishar was the first officer brought back to duty before the attack on Pearl Harbor. In a letter dated 22 August 1941, he requested to be brought back on active duty as the discretion of the Commandant. Six days later, Herbert E. Gaston, Acting Secretary of the Treasury ordered Wishar to report to Boston upon completion of “indoctrination, captain of the port duties” in New York. In October 1941, Admiral Russell R. Waesche designated Wishar as Aide for the Captain of the Port.

This is where the story gets REALLY interesting. The letter that was sent to the Historian’s Office mentions a “curious incident.” Also included was a letter to Wishar’s family describing that “incident.”

“One day in late December, my assistant, a young LCDR, Lowell C. Gibson, into whose office I had gone, pulled a loaded .45 caliber Colt pistol from his drawer, cocked it, pointed it at me, and accused me of being a Nazi spy! It was unbelievably fantastic. I told him to cut out the dramatics, and phoned the Chief of Staff whose office was a block away to come over immediately. He ran over, grabbed the pistol from Gibson. I was placed under arrest aboard a CG cutter at Boston Navy Yard, incommunicado, no contact permitted with anyone on shore. It developed later that the Chief of Staff knew of Gibson’s accusations against me, Gibson having reported me as a spy about two months previously. CG Intelligence, Navy Intelligence, Army Intelligence, FBI, and Gibson himself kept a close watch on me for everything I did, wrote, or said and everywhere I went.”

A copy of a 14-page Naval Intelligence report, obtain from NCIS History, only deepened the mystery. It contains a letter written by LCDR Gibson, dated 1 February 1942 to one Mr. Hopkins, stating “this letter is the result of your instructions by telephone on Sunday, 1 February, 1942.” That letter reiterates some of the accusations made by Gibson. Three days later, the Director of Naval Intelligence sent a memo with a note attached: “Delivered to us by Mr. Hopkins, via CAPT McCrea, aide to the President. Please look into as far as considered necessary. Isn’t Wishar the fellow previously suspect and transferred by Admiral

Waesche because of alleged pro-German sympathies?” Seven days later, Gibson was ordered to report to Admiral Waesche. On 11 February 1942, Admiral Waesche sent a letter stating that Gibson had “advised me personally and confidentially” that Wishar was engaged in “disloyal activities.” He requested “that the Office of Naval Intelligence make an exhaustive investigation of the alleged activities and related matters and report the result of such an investigation to the Commandant, U.S.C.G.” Also attached is a note that reads, “We have something already on this, I believe?” One can only assume that this refers to early stages of an investigation prior to his arrest by Gibson.

What were Gibson’s allegations? A comprehensive list later written by Gibson covers several pages. Among that list were the following:

A letter, supposedly seen by Gibson, which detailed Wishar’s financial holdings at Cleveland Guarantee & Trust, worth approximately 1.8 million dollars.

An accusation that Wishar’s brother had been apprehended and arrested by the War Department for revealing secret material to the German government.

That Wishar had received secret reports of U.S. Navy vessels with the intention of passing that information to German agents.

That Wishar “pumped” the Captain of a British vessel carrying “several hundred valuable military technicians” for information with the intent of passing that to German agents.

Gibson also excoriated Wishar for his performance as Captain of the Port, stating that he was an arrogant and brazen fool, incompetent in the extreme, who antagonized the enlisted men under his command. He further stated that he had learned of a rumor that Wishar was “to be killed in a ‘convenient manner.’”

On 17 February, a Change in Personnel report documents that Gibson was placed under arrest and confined to the wardroom aboard *Duane*. Two days later Gibson, “departed this vessel...for further confinement aboard the *North Star*.” On 22 February, a dispatch was transmitted with instructions to “issue orders as necessary to effect immediate transfer Lieutenant L.C. Gibson under suitable escort to MARHOSP Ellis Island, New York.” In early April, Wishar received a letter from Admiral Waesche, stating:

“There is not one iota of evidence or information or even suspicion that you are or have been in any time in any way directly or indirectly connected with Nazi or other foreign agents or governments. Your loyalty to the United States, your integrity and trustworthiness are unquestioned and untarnished. Headquarters reposes full trust and faith in you. LT Gibson is now held at Ellis Island under psychiatric evaluation.” In June, Waesche ordered that all record of this “incident” be scrubbed from official records. That said, a careful examination of Wishar’s record shows that effort was not entirely successful.”

A medical board was convened to consider Gibson’s medical issues. Initially diagnosed as suffering from psychoneurosis of a phobic type, that was later changed to a diagnosis of psychosis with psychopathic personality with paranoid trends. He was medically retired on 1 July, 1942.

Gibson was described as very rigid and emotionally unstable. His service record contains a number of complaints he had officially voiced over the years. Written in legal jargon, he stated his belief that he was intellectually superior to most people. Instead, Gibson appears hypercritical, condescending, and suspicious. It should come as no surprise that the accounts of this incident differ wildly between Wishar and Gibson.

In 1961, Gibson wrote that he had not been arrested, but rather reported aboard the *Duane*, where he promised the CO that he would not attempt to escape or speak with anyone concerning the Wishar incident. He also claimed that the Navy had placed a tug next to the cutter to give him an opportunity to do so. He further writes that while not under arrest, he was denied to the ability to speak with his wife and Naval Intelligence before being escorted-again, not under arrest- to Ellis Island. According to Gibson, he was interviewed by several doctors, but was not treated. “At first I was really frightened. I could not know to what length Wishar’s ‘friends’ might go or whom they were. A Navy LT from the Naval Intelligence Office, Second District visited me and assured me that I was safe and the Navy was watching me. He instructed me not to talk about the Wishar case and to agree to being retired from the U.S.C.G.” Gibson also noted,

Please do not assume that Vice Admiral Waesche was entirely innocent. A commissioned officer of the U.S.C.G. then (April 1942) showed Mrs. Gibson and I, at our home in Arlington, Mass, an official letter signed by admiral Waesche stating “Wishar was entirely free of blame for all of the treasonous acts I had accused him of.” Wishar was assured that I had been confined to a hospital and that “all was well.” I was, in fact at home and had been for some time.

Gibson then accused both Admiral Waesche and CAPT Charles G. Roemer, who commanded the First Coast Guard District, of being Nazi sympathizers and colluding to protect Wishar from harm. He claimed, incorrectly, that all three had been classmates at the Revenue Cutter School of Instruction, a belief that fueled his conspiracy theories of collusion. While this 9-page statement begins as a demand for the injustices done to him, Gibson descends into wild accusations and conspiracy theories. Although they

SEE WISHAR on P.23

CG Aviation Association Chapters

CGAA Chapters have been established in the general region of Coast Guard Aviation Units as well as other selected locations. The purpose is to raise the profile of the Association, interact with former and active duty aviation personnel, as well as the local Air Auxiliary, and to recruit new members. So, instead of Local Coordinators we now have Chapter Coordinators.

The Chapter Coordinator represents the CGAA to the following:

- The local Command. Sole point of contact for CGAA issues. Assist the Command as the CO may desire.
- All CG Aviation personnel in the area. Officer or Enlisted, Active or Retired as well as Air Auxiliary.
- The Local Community. As able, involve Chapter members in community activities and civic as well as other veterans organizations.

We still need Chapter Coordinators in Astoria, Humboldt Bay, and San Francisco. If you are located in any of these areas, please give this a try.

Take a look at the latest list, contact your Chapter Coordinator and offer up some assistance. Or, just go ahead and be one. If you wish to become a unit CC, contact CGAA Chapter Liaison Mark Benjamin at 231 642 1201 or email mebmd11@gmail.com

CGAA CHAPTER COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	OPEN		
Atlantic City	Dale Goodreau	dgoodreau1@comcast.net	609 390 4329
Barbers Point	Ronny German	Ronny.w.german@gmail.com	808 349 2990
Borinquen	Doug Armstrong	doug@ratio.com	340 643 2151
Cape Cod	Brian Wallace	ccjbwlbs@comcast.net	508 888 7384
Clearwater	Mark D'Andrea	mark.j.dandrea@live.com	727 288 6679
CG Academy	Chris Lutat	clutat@aol.com	901 830 0939
Corpus Christi	John Pasch	paschfam@gmail.com	504 236 6562
Denver/C Springs	Tim Tobiasz	tobiascg@mac.com	504 470 5040
Detroit	Rick Hamilton	rickleehamilton@gmail.com	248 807 3648
Elizabeth City	Keith Overstreet	sobrecalle@hotmail.com	540 405 3236
Houston	Jim McMahon	jim.mahon44@yahoo.com	281 753 5221
Humboldt Bay	OPEN		
HITRON	Kevin Gavin	kpgavin5@gmail.com	904 808 3507
Kodiak	John Whiddon	jbwhiddon52@gmail.com	907 942 4650
Memphis	Steve Rausch	rauschfamily@comcast.net	901 871 4702
Miami	Tom Paligraf	paligraf@comcast.net	305 962 5218
Mobile	Gary Gamble	gary.e.gamble@gmail.com	251 268 9203
New Orleans	Dave Callahan	davcall6@aol.com	251 458 6619
North Bend	Lance Benton	lancebenton@me.com	541 756 6508
Pensacola	Kevin Marshall	kevinandmaryliz@yahoo.com	251 776 3914
Port Angeles	Eric Moan	eric.moan@gmail.com	360 797 5406
Sacramento	Steve Delikat	stdelikat@hotmail.com	916 218 9321
Salem	Paul Francis	paul.francis@tsa.dhs.gov	617 721 0639
San Diego	Stuart Hartley	stuart@stusart.com	619 316 8733
San Francisco	OPEN		
Savannah	Todd Lutes	toddlutes@gmail.com	954 279 9712
Sitka	John Leach	John.m.leach@icloud.com	252 202 4021
Traverse City	Curt Erickson	curtis_erickson@hotmail.com	228 235 9327
Ventura	Pete Heins	k1fjm@aol.com	805 796 6693
Washington	Joe Kimball	joekimball@gmail.com	703 347 1330

POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES

by the Coast Guard Aviation Association / Ancient Order of the Pterodactyl

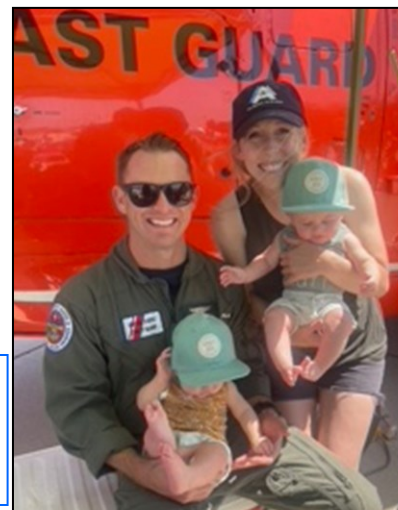
The CGAA has established a mentoring program designed to assist all of our aviation personnel in securing post Coast Guard employment. Many Pteros have volunteered to assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers. See the latest list in Pterogram 1-22.

LOCAL CHAPTER ACTIVITIES



PT. MUGU's STATIC DISPLAY AT THE 20-21 AUGUST 'WINGS OVER CAMARILLO' AIRSHOW. LCDR Nathan Shakespeare (L), Chapter Coordinator Pete Heins, & CDR Min Kim.

Rescue Swimmer ASTC Andrew Stover and family at the 'Wings Over Camarillo' Airshow.





BOY SCOUT MAKES GOOD: Ptero Mark Benjamin (L) was an HU-25 Instructor at ATC Mobile and a Scout leader in Troop 186. When Steve Pittman was about 12 years old, he was a member of Troop 186. Steve earned his Aviation Merit Badge and received a ride in an HU-25 Falcon Jet. From that day forward, Steve wanted to be CG Air Crew. The two met up at the Roost in Corpus Christi where CDR Pittman and his C-130 crew, from AirSta Kodiak, received the 2022 Elmer Stone Outstanding FW Air Crew Award!

CGC Elmer Stone (WMSL 758) is now proudly displaying an 8-foot aviator wings decal just below its bridge. CGAA provided funding for the decal. LTJG Jarred Jenkinson photo.



A recent Elizabeth City-area Ptero strategic planning/lunch session. (L to R) Glenn Gunn, Tom Wade, John Siemens, Sal Palmeri, Chapter Coordinator Keith Overstreet, Ed Gibbons, CAPT Michael Danish, Joe Mihelic, CAPT Chip Lewin, and Kevin Smith.



COAST GUARD DAY/CGAA MEMPHIS CHAPTER MINI ROOST

George and Elaine Fetzer-Gill recently hosted a CG Day/CGAA Chapter mini Roost at their home in Germantown, TN. L to R: Chapter Liaison Mark Benjamin, Gerry Huser, Ann Lipe, Sandy Rausch, Memphis Chapter Coordinator Steve Rausch, Jane DeArmas, Ryan Hebert, Jill Hebert, Elaine Fetzer-Gill, Val Tingley, George Gill, Paul Tingley. All are former CG Aviators and current or retired FEDEX pilots, or their spouses.



CGAA Pensacola Chapter sponsors informational session for new flight students. The CGAA is working with CAPT Mark Lay, Aviator 3544, the CG Liaison Officer in Pensacola. The Pteros are sponsoring a series of events for the 70-plus flight students to help them make informed decisions on the aircraft they want to fly and the Air Stations they want to serve at. Many of these flight students are coming directly from the Academy or OCS and have no other CG experience. In this first of a series, the CGLO XO, CDR Art Mayhar, gave them an excellent rundown on the CG aircraft and a brief discussion of Air Stations. CDR Mayhar also drew on his previous experience as the aviator detailer to give them detailed insights on the way assignments are made in HQ (wish I'd had this information a long time ago). Flight School has changed tremendously since most of us went through. The CGLO is now in charge of 34 flight instructors between NAS Pensacola, Whiting Field and Corpus Christi, and they are attempting to graduate 70 new pilots per year. This program has greatly changed also as it is now estimated to take 30 months to pin on the Wings of gold. Another session was held in November to really drill down on the Air Stations. Ptero Kevin Marshall, Aviator 1949, Chapter Coordinator, sends.



AUGUST DESIGNATED COAST GUARD MONTH IN TRAVERSE CITY

On August 4, Traverse City Mayor Richard Lewis proclaimed August as Coast Guard month in Traverse City. The proclamation was read at a ceremony at the CG City 'Guardian Monument' on Front St. It states that "the City of Traverse City is proud to continue its support for the men and women of the CG and the Air Station. It went on to say, "the men and women of the Air Station embody a rich tradition of honor, respect, devotion to duty and dedication to service." In addition, a certificate of Congressional Recognition was presented by a rep. of Congressman Jack Bergman (MI-01). It cited the "continued service to the Great Lakes Region and the lives saved in pursuit of your mission." [Airsta CO Ptero CDR Andy Schanno, P-5937, pictured]



CAPT Tad Wilson
CO, USCG Aviation Logistics Center
Elizabeth City, NC 27909

October 27, 2022

Ahoy Skipper!

Congratulations on the 75th Anniversary of the Coast Guard Aviation Logistics Center. I'm writing on behalf of more than 2000 active duty, retired, and Air Auxiliary aircrews, and a mixed cadre of aviation enthusiasts in the Coast Guard Aviation Association who take great pleasure in recognizing this extraordinary milestone. ALC "Keeps 'em Flying" better than any other organization in the world, and has every reason to celebrate this moment, and every safe second ahead. You are an essential component of the world's finest multi-mission military service.

While I regret that I cannot attend your ceremony myself, I understand that our Ancient Order will be suitably represented by a large flock of proud Pterodactyls, likely positioned in close proximity to any complementary refreshments. I don't recommend getting between them and the cake!

I hope you have a memorable ceremony and I thank you and your crew for the enduring professionalism that makes Coast Guard Aviation so successful and safe. Happy 75th Anniversary!
Mike Emerson, CAPT, USCG (Ret.)
President

CAPT Clinton S. Carlson
CO, USCGC STONE (WMSL-758)
North Charleston, SC 29405
October 28, 2022

Ahoy Skipper!

Congratulations on receiving your Aviator Wings of Gold. I'm writing on behalf of more than 2000 active duty, retired, reserve, and Air Auxiliary aircrews, and our mixed cadre of aviation enthusiasts in the Coast Guard Aviation Association who take great pleasure in recognizing this unique unveiling event.

CGC STONE boasts "Energy, Courage, Efficiency" with the very best of our flagships, and has every reason to celebrate

this moment, and every track-mile ahead. You are an essential component of the world's finest multi-mission military service.

While I regret that I cannot attend your official unveiling ceremony in person, there's a good chance that I can see those giant wings from my office at Headquarters. My Pterodactyl pals and I will be looking!

I hope you have a memorable ceremony. I also thank you and your crew for representing the best of surface and air operators so proudly, and demonstrating the enduring professionalism that makes the Coast Guard succeed and have impact.

Fair Winds and Seas!

Mike Emerson, CAPT, USCG (Ret.) President



Coast Guard AirSta Atlantic City received its first upgraded MH-65E Dolphin helicopter Oct. 25 to replace the legacy MH-65D helicopters that serve out of the Coast Guard's largest MH-65 helicopter unit.

The avionics upgrade to the Echo or "E" configuration will provide enhanced search and rescue capabilities including modern "glass cockpit" technology that increases pilot and aircrew situational awareness.

The Dolphin upgrades also include reliability and capability improvements for the automatic flight control system, enhanced digital weather and surface radar and multifunctional displays with more accurate fuel calculations.

The upgrades comply with the Federal Aviation Administration's Next Generation Airspace Transportation System requirements, and extends the aircraft service life to the late 2030s.

The transition of Air Station Atlantic City's 12 MH-65D helicopters to the upgraded "E" configuration is expected to take approximate-

ly 10 months. During the upgrade period, the unit's 62 pilots and 104 aircrew members will undergo a three-week transition course at the Aviation Training Center in Mobile, Alabama. Aircrew and mechanics will undergo formal training specific to their roles and duties during this course.

"The upgrades and advanced training will enhance the situational awareness of our aircrews and improve mission planning capabilities aboard the CG's most prolific rotary-wing asset," said Ptero CDR Christian Polyak, Aviator 3805, AirSta Atlantic City EO. "The replacement and inspection of key aircraft components as a part of the upgrade are also expected to extend the aircraft's service-life and enable us to continue safeguarding and securing our coasts for years to come."

The upgrades also include advanced navigation capabilities that will allow pilots to safely maneuver through highly congested, complex air traffic that can be encountered in situations such as disaster response. All 98 CG Dolphin helos will be converted to the MH-65E configuration by the end of 2024.



CGAA Cape Cod Chapter August monthly lunch and golf: Nine for lunch and six golfers. Food was great and best golf shot was Mike Wrighter with a 30 yard chip from the rough for a birdie. Great shot! We had two guest speakers from the Dept. of Veterans' Services. Greg Guilt, second from left, spoke on services available followed by questions. To access VA go to myhealthvet.



SCHEDULED CHAPTER ACTIVITIES

If traveling thru the area, be sure and join in on these regularly scheduled events. For details contact the Local Coordinator.

CAPE COD: Marshland Too has closed. Brian is organizing monthly luncheons at various locations on the Cape. Call Brian for more info.

Annual Cape Cod Mini Roost. Held at various locations over the last 23 years, normally late August or early September.

For more info contact Cape Cod Coordinator Brian Wallace at cejbwlbs@comcast.net or 508 888 7384.

CORPUS CHRISTI: Monthly luncheon. First Thursday of the month at 1500. IHOP on Padre Island Drive. For more info, contact luncheon coordinator John Mills at 361 215 6941 or Corpus Christi Chapter Coordinator John Pasch at paschfam@gmail.com or 504 236 6562.

KODIAK: Annual Kodiak Chamber of Commerce Coast Guard Appreciation dinner. Held in February. For info contact Kodiak Chapter Coordinator John Whiddon at jbwiddon52@gmail.com or 907 942 4650.



TRAVERSE

CITY: Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City.

Monthly Ptero dinners. Scheduled each month September thru May. Generally, held on a Thursday evening at 1800 somewhere in the Traverse City area. For more info contact Traverse City Coordinator Curt Erickson at curtis_erickson@hotmail.com or 228 235 9237.



**AIRSTA VENTURA, CA
CONSTRUCTION PROGRESS
SITREP By Chapter Coordinator
Ptero Pete Heins, Aviator 1504**



AIRSTA Ventura.

I met with new AirSta San Francisco CO, Ptero CAPT Christopher Huberty, Aviator 3497, who also 'owns' FOB Point Mugu. As part of his SFO CO duties, he also inspects the operations of the FOB in Ventura County, occasionally stands watch with the duty section, and checks on the construction progress of the CG's first new Air Station in 20 years. I briefly discussed with CAPT Huberty the reasons why the Pteros have designated Chapter Coordinators to interface with each AirSta to promote interaction between the actives and the association.

CAPT Huberty and I participated in a tour of the AirSta Ventura hangar & administration buildings led by Clark Menkes, USCG construction inspector, and Bradley Merriman-Payne, White-Turner construction inspector. We were accompanied by CDR Min Kim, Aviator 4413, Deputy XO, and LCDR Nathan Shakespeare, Aviator 4274, who are both permanently attached to FOB Point Mugu. We spent over an hour examining every nook and cranny of the two buildings. Because no interior wall coverings had

In mid-October, as the CGAA Pt. Mugu/Ventura Chapter Coordinator, I was honored to participate in a multi-mission visit to Forward Operating Base (FOB) Point Mugu/Future



Tour of Construction Site by (L) Pete Heins, CAPT Huberty, Pt. Mugu Liaison, LCDR Shakespeare, & Pt. Mugu Deputy XO CDR Kim (Clark Menkes, CG Construction Inspector, photo)

been installed yet, all construction details of the extensive plumbing and electrical wiring systems were completely in view. Duty section sleeping quarters include a hotel style arrangement with a bedroom + bathroom for each person. A small medical clinic, admin office, operations office, as well as office spaces for the CO, XO, and Command Chief are in the admin building. The aircraft hangar can hold up to four MRR MH-60 helicopters and also has maintenance offices along with avionics, metal, hydraulic, engine, and survival shops. Of special note, the enormous aircraft ramp will be able to support both daily and surge operations in Southern California. AirSta Ventura has easy access to the threshold of Runway 21, the primary instrument runway at NAS Point Mugu. In addition to the AirSta, NAS Point Mugu hosts several Navy operational and experimental commands as well as a California Air National Guard C-130J Base.

Current planning estimates construction completion in June 2023; the FOB is scheduled to move from the current tempo-



CAPT Huberty (L), & LCDR Shakespeare are briefed by Bradley Merriman-Payne, Project Manager, Whiting-Turner Contracting Company, on hangar construction progress. (Pete Heins photo)



Airborne View of AirSta Ventura. (LCDR Nathan Shakespeare photo)

rary facilities in the NAS Control Tower Hangar to the new hangar & admin building at that time, but will continue as an FOB under operational control of AirSta San Francisco until summer 2024. Then, FOB Point Mugu will transition to being **THE** AirSta Ventura, a RW base with a complement of three MH-60s, with a crew of about 80. Current staffing plans an O-5 CO.



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>
5076 Madison E. Scott	Miami
5078 Jesse B. Jarvis	Houston
5080 Brian S. Kim	Elizabeth City
5082 Landry L. Griffitt	North Bend
5084 Nicholas C. Ioffredo	Elizabeth City
5086 Landon W. Klopfenstein	Miami
5088 Tucker J. Williams	Savannah
5090 Mason P. Hosea	Humboldt Bay
5092 Micah B. Baldez	Miami
5094 Joshua B. Gaudet	Elizabeth City
5096 Daniel R. Fiorvanti	North Bend
5098 Thomas P. Jordon	Barbers Point
5100 Isabella K. Stoyka	Port Angeles
5102 Cristina M. Silva	Detroit
5104 Colin A. Johnson	Barbers Point

<u>CG Aviator Nr.</u>	<u>Assignment</u>
5077 Ian W. Ross	Elizabeth City
5079 Austin H. Takeda	Cape Cod
5081 Patrick C. Flynn	San Francisco
5083 Kermit J. Heiser	New Orleans
5085 Paul C. Grotelueschen	Miami
5087 Thomas A. Smith	San Francisco
5089 Steven P. Durfee	Traverse City
5091 Nicholas A. Mrak	Corpus Christi
5093 Austin W. Brown	Sacramento
5095 George L. McBurney	Miami
5097 Alexander N. Hawley	Port Angeles
5099 Andrew J. Segalla	Cape Cod
5101 Zovek Chapa Errasti	Clearwater
5103 Blair O. C. Ogujiofor	Corpus Christi
5105 Brock S. Hassett	Cape Cod





Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET 'A' School is a blended program with a 10 week distance learning apprentice program administered by ATTC while students are serving at their permanent home air station. Students then attend a 10-12 week resident program at ATTC with an emphasis on performance based learning on their assigned airframe where possible. ATTC maintains maintenance training units for the MH-65, MH-60, and C-130H. AST students complete their technical and skills training in the state of the art Rescue Swimmer Training Facility during a challenging 24-week program. All graduates appreciate the "dues-free" initial year of membership in the CG Aviation Association and are proud to carry on the legacy of those who have preceded them. We recommend and hope ALL the graduates will continue as members and will help grow the association with new members.

Congratulations and Welcome Aboard!!! [*Honor Graduate]

<u>Graduate</u>	<u>Assignment</u>	<u>Graduate</u>	<u>Assignment</u>
AET3 Michael G. Rustine	Savannah	AET3 Lauren A. Uhl	Savannah
*AST3 Braxton Gruner	Kodiak	AST3 Zacaria Ballossini	New Orleans
AST3 Evan Burgeron	Kodiak	AST3 James Butz	Elizabeth City
AST3 Austin D. Contegiacomo	Atlantic City	AST3 Matthew DiCarlo	Mobile
AST3 Jacob Gilliland	Humboldt Bay	AST3 Richard Harris	North Bend
AST3 Gregory Gibson	Cape Cod	AST3 Josuah Pangelinan	Corpus Christi
AST3 Kevin Peer	Clearwater	AST3 Joshua Price	Detroit
AET3 Rickly X. Arzola Pagan	Kodiak	AET3 Daniel C. Brown	Detroit
AET3 Sebastian K. Buonsignore	Borinquen	AET3 Seth D. Dize	Corpus Christi
AET3 Austin S. Harrell	Mobile	AET3 Robert Hahn	Miami
AET3 Imman S. Leyberman	Atlantic City	AET3 Matthew W. Metzler	Corpus Christi
AET3 Garth D. Miller, III	San Francisco	AET3 Daniel A. Pena	New Orleans
AET3 Erik V. Rice	Mobile	AET3 Anh Khoi D. Vu	Kodiak
AET3 Joseph D. Walls	Mobile	*AET3 Andrew L. Alfaro	Sacramento
AET3 Emilio G. Bourne	Elizabeth City	AET3 Zane P. Buhagiar	HITRON
AET3 Brennan S. Campbell	Clearwater	AET3 Donovan J. Cooper	Elizabeth City
AET3 Ezekiel T. Fuller	Miami	AET3 Albert Guzman, III	New Orleans
AET3 Ricardo Jimenez	Savannah	AET3 Samuel B. Laguna	Houston
AET3 Billy D. Mitchell	Clearwater	AET3 Jackson H. Rain	Miami
AET3 Jhovanny I. Ruiz Reyes	Barbers Point	AET3 Blake C. Schorsch	Cape Cod
AET3 Mason G. Slate	HITRON	AET3 Michael J. Smits	San Francisco
*AET3 Mason B. Gorman	Atlantic City	AMT3 Evan C. Spoon	Sacramento
AMT3 Rolando A. Bolanos	Corpus Christi	AMT3 Hunter D. Ferguson	Cape Cod
AMT3 Jacob R. Hockman	Atlantic City	AMT3 Cole J. Iannarino	Savannah
AMT3 Gavin W. Main	Sacramento	AMT3 Brian P. McGuire	Atlantic City
AMT3 Noah A. Mundinger	Houston	AMT3 Austin M. Ragas	Houston
AMT3 Evan D. Richardson	Cape Cod	AMT3 Andrew J. Shumake	Savannah
AMT3 Dylan J. Wallace	Kodiak	AMT3 Ryan D. Weller	Corpus Christi
*AMT3 Kathryn M. Schilling	Corpus Christi	AMT3 Marcus E. Caceres	Detroit
AMT3 Lane J. Davis	Miami	AMT3 Lucas A. Graves	Humboldt Bay
AMT3 Zachary E. Hunt	North Bend	AMT3 Mason A. Landram	North Bend
AMT3 Robert A. :Lloyd	Humboldt Bay	AMT3 Brianna K. Lulow	Miami
*AMT3 Daniel T. O'Donnell	San Francisco	AMT3 Joshua J. Rayburn	Detroit
AMT3 Makenna J. Schuttpelz	North Bend	AMT3 Dillon M. Stepp	San Francisco
AMT3 Peter D. Walker	Clearwater	ANAMT Ronald D. Kuhn	Sacramento
ANAMT Adrian Lucero	Kodiak	AMT3 Joshua C. Allard	Humboldt Bay
AMT3 Aidan C. Ames	Kodiak	AMT3 Yawehashante Bulgin	San Francisco
AMT3 Patrick C. Byrne	Kodiak	AMT3 Bryan Martinez Rojas	Savannah
AMT3 Braedon M. Monticello	Sacramento	AMT3 Andrew G. Pillari	Humboldt Bay
AMT3 Alex M. Pohl	Detroit	AMT3 Isaac A. Romo	Savannah
AMT3 Darian R. Setzer	Kodiak	AMT3 Kyle G. Siedenburgh	Savannah
AMT3 Jackson W. Swindell	San Diego	AMT3 Lauryn M. Wemyss	San Diego
*AMT3 Felipe G. Hussing	Kodiak	AMT3 Joseph J. Boucher	North Bend
AMT3 Kaleb M. Bradley	North Bend	AMT3 Gabriel L. Costa	Clearwater
AMT3 Joshua N. Davala	HITRON	AMT3 Maxwell R. Eastman	Elizabeth City
AMT3 Kody M. Gould	Mobile	AMT3 Rourke H. Jensen	HITRON
AMT3 Patrick J. Lydon	San Francisco	AMT3 Jacob R. Montminy	Elizabeth City
AMT3 Ruby J. Paul	Atlantic City	AMT3 Bailie J. Rodriguez	Elizabeth City
AMT3 Christopher N. Schluep	Mobile	AMT3 Peter E. Schmidt	Atlantic City
AMT3 Bryce M. Silva-Shipp	Clearwater	AMT3 Kieran S. Tabor	Traverse City
*AMT3 Christopher A. Feaganes	Traverse City		

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

☐ New Member ☐ Renewal ☐ Update Information (MOVING?? Please let us know.)

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

NOTE: Any spouse info and phone numbers you provide will be used in the CGAA Directory/Roster - please do not include if you do not want them to be published.

Spouse: _____ TP Res. () _____
Email Pri. _____ TP Work () _____
Email Sec: _____ TP Cell () _____

Sign me up for:

- ☐ Life Membership \$275 (includes a Ptero Pin)
☐ Annual Membership \$40 (Active Duty: Officers \$20, Enlisted \$20)
☐ Life in 5 Life Memberships after 5 \$60 annual payments

To activate your access to the members-only area on the web site, mail-in registrations to the Troy, VA P.O. Box must send an email to member-services@aoptero.org and request access to the members-only area. Be sure to include your full name and email address.

Members who join/renew online automatically have access to the members-only area.

I just returned from the Corpus Christi Roost. It was great seeing old friends and meeting new ones. Many Pteros were proudly wearing their official CGAA magnetic name tags. The Ptero Store sold out of many items and happily took orders for many more name tags. For those that didn't find the color or size they wanted, you can order them on the website. See below. You will notice we have found a new source for the Burgees so, for all those wanting one, now is the time to order for Christmas presents.



Please email me at jay.d.crouthers@aoptero.org with your comments and suggestions. Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at <https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>

You can even pay by check if you don't like using credit cards on the internet. Ptero Jay Crouthers, Aviator 1360/722, Store Manager.

Nov 2022 Please make copies of this form and pass it on.

Please check all below that apply:

- ☐ CG Active ☐ CG Retired
☐ CG Reserve ☐ Former CG(not ret)
☐ CG Auxiliary ☐ Other Supporter
.....
☐ CG Aviator (Data if known:) ☐
Designation Nr: _____ Date: _____
Helo Nr: _____ Date: _____
.....
☐ CG Aircrew ☐ CG Flight Surgeon
☐ Exchange Pilot
Service _____ Country _____
CG dates served: _____ to _____
.....
☐ Other: _____
☐ Please send me how-to-help info!

MAIL TO:

The CG Aviation Association
P.O. Box 940,
Troy, VA 22974

Total Enclosed: \$

WISHAR From 17 may be dismissed as the writings of a man suffering from mental illness, there are a few kernels of truth in his claims. He states that Wishar had cheated on at least one government contract that was discerned by the Treasury department and had been retired. That is true. It is one of the charges for which Wishar was found guilty in the court martial prior to his retirement. He asks a legitimate question: "Why was a person guilty of attempting to defraud the U.S. Government returned to active duty, even in a time of war, as a commissioned officer?" Once again, he felt it was a personal favor from ADM Waesche to Wishar. That is, likely, the case.

Wishar himself, in official correspondence, felt the need to defend himself against Gibson's accusations on his performance as Captain of the Port, Boston. A 10-page document, dated 22 March 1942, from Wishar to the Inspector-in-Chief provides an in-depth look at his efforts during his assignment. Said Wishar, 'I was detached a month ago from duties as Captain of the Port, Bos-

ton and yesterday was informed it was because of the "distinct impression" that I had not used good judgement in the work. This is at variance with my honest conviction (without egotism), that I accomplished sound results for the CG and our country during my development of the Captain of the Port office. I would like to present my views of what I accomplished and how these results reflect better judgment than has been credited to me.'

We may never know the complete story of what transpired between Wishar and Gibson. What we do know is that Gibson continued to struggle with mental illness and his own perceived injustice for the remainder of his life.

Wishar too, stated, "It's been about 25 years since this episode. There are deep scars on my soul from the improbability and what seemed at times its injustice." It is quite ironic that both men chose to use the same word.

From the perspective of the Coast Guard, the matter was cleared, Wishar completely exonerated. His career, his accomplishments in aviation and academic pursuits are undeniably noteworthy. Despite health challenges, and a court martial William P. Wishar remains an iconic figure in U.S.C.G. aviation history.



Ptero Jim Durfee (L), Aviator 521, is interviewed by ATC Mobile CO Ptero Chris Hulser, Aviator 3499, during Jim's inspiring and awesome 100th birthday celebration Podcast at ATC on 17 November. Jim was the first CO at 'Air Station' Mobile in 1966. If you missed it, you can watch it on ATC's Facebook page.

The Ancient Order of The Pterodactyl
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Ptero RADM George D. Passmore, Aviator # 836 and Ancient Albatross #14, passed away on June 26, 2022 at age 88. An inurnment service was held for RADM Passmore on 4 October at the CG Academy Columbarium. RIP.

New CGAA Members Since 7/16/22. Welcome Aboard!

Greg Case	Life Regular	P-5872	Bryan Cobble	Regular	2351
Ken Cochran	Regular	P-5876	Hector Colon	Regular	P-5946
Benjamin Fizzell	Regular	P-5966	Lawrence Gaillard	Life-Regular	3531
Jeremy Gibbs	Active	4830	Robert S. Hepp	Regular	P-6018
Steve Huey	Regular	2643	Wayne Iddings	Regular	P-5889
Ronald Kaplan	Regular	P-5909	Curt Northrop	Regular	P-5865
JeanneMarie McNamara	Life Regular	P-6044	Lindsey Norwood	Life Regular	P-5932
Eric Perdue	Life Regular	3657	David Porter	Life-Regular	P-5948
Andy Schanno	Life Regular	P-5937	John Swink	Regular	P-5928
Pamela Torell	Regular	P-5938	Peter Walker	Active	P-5859
George Wynne	Regular	P-2754	Bradford Young	Life-Regular	P-5929



CG AirSta Miami Highlighted.
See Story on P. 9.

U.S. Coast Guard Aviation Training Center Mobile, AL presents
"CONVERSATION WITH A HERO"
featuring Coast Guard Aviator #521
CAPT Jim Durfee (retired)
Thursday, 17 November 2022 at 0915 AM CST via Facebook Live



Our Oldest Known Living CG Aviator, Ptero CAPT Jim Durfee's 100th Birthday was Celebrated at ATC Mobile.



Bob Powers Photo

AirSta Corpus Christi CO
Ptero CAPT Hans Govertsen,
Aviator 3516, addresses the
audience at the 2022 Roost
BBQ. See story on P. 5.