



# PTEROGRAM

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

Sitrep 1-16 Spring 2016

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

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### Pfortieth Ptero Roost Planning Underway

#### 1970 ATC Mobile Patch



Our 40th annual gathering celebrating the 50th anniversary of CG Aviation Training Center, Mobile and honoring the CO, Ptero CAPT Thomas S. MacDonald, Aviator 2970, the men and women of ATC Mobile, and all past and present CG aviation personnel on the Centennial of Coast Guard Aviation, is slated for 26-31 October 2016! Committee Chairman,

Ptero Past Prez George Krietemeyer, Aviator 913, and his enthusiastic committee are planning a momentous commemoration.

Please see page 12 for info on our Roost nest and how to reserve your accommodations.



### Update on the Centennial of CG Aviation By Ptero VADM (Ret.) John Currier, Aviator 1877, CGAA Coordinator for the USCG Aviation Centennial



Coast Guard Aviation Centennial Mission Statement:

*"To celebrate 100 years of distinguished aviation service by the men and women of the United States Coast Guard through historic aircraft restoration, public education,*

*widely attended events and unit-based functions, all designed to recognize Coast Guard Aviation's unique contribution to our Nation's wellbeing."* [See Centennial on P. 7]

## 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 2016, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website

<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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## A Message from 1777 (CGAA/AOP President):



Greetings, Fellow Pterodactyls: I am sitting here in Annapolis Maryland watching the 29 inches of snow we received last week-end rapidly melt away. I hope that wherever you are reading this you are warm and dry.

Since the "Roost" in San Diego I have had the most enjoyable honor of riding down to Elizabeth City with Bob Johanson and Jay Crouthers to attend the "soft rollout" of the CG-1426. At that ceremony we stood in awe of the beautiful aircraft in front of us and transferred custody of that aircraft back to the United States Coast Guard. The aircraft will be unveiled at the Smithsonian Air and Space Museum's Udvar-Hazy Center on 14 April 2016.

CG-711 is currently coordinating with the Smithsonian for the exact time and to determine how many attendees can be accommodated in seating and at the reception following the ceremony. Ptero Bob Johanson is in frequent contact with CG-711 and will produce an "All Ptero" as soon as we know how many of us can attend.

We as an organization owe a huge "Bravo Zulu" to Bob, Ray Miller, Mont Smith and Ben Stoppe, who have worked tirelessly to raise funds, coordinate with the appropriate Coast Guard offices and commands, and manage the contract with Vector/CSP to assure an on time, under budget restoration of the CG-1426. I also want to publicly thank Vector/CSP and the Commands in E-City for their remarkable workmanship on the aircraft. I believe it will move all aircraft aficionados and move those who flew in HH-52s to tears once it is displayed.

On January 22, I attended a celebration to honor the birth of CG aviator number one, Elmer Stone, at Coast Guard Headquarters. The Vice Commandant spoke and made much of how great a Cutterman Elmer Stone was. He also pointed out that since it was a Friday, and since it was Elmer's birthday, he would send all of CG Headquarters home at 1200. Of course OPM had ordered all government offices closed at noon but that didn't stop the audience from enjoying a laugh.

We have a new web based store which is stocked with some new gear associated with the centennial year of CG aviation. StoutGear can be accessed through links on the CG Centennial of Aviation web page or the CG Aviation Association web page. Lorie and Alex have been doing a booming business since taking over our sales and are constantly adding new products to the store.

Please see Ptero John Currier's column to catch up on known centennial activities, and please plan to attend the roost in Mobile this October. 100 years of Coast Guard Aviation is cause for celebration and I think the Mobile Roost will be one to remember.

Fly safely! Jim Van Sice, Ptero 1777

## Taps

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

Dottie Matteson (spouse of Ptero RADM Tom Matteson, 929), 7/24/15

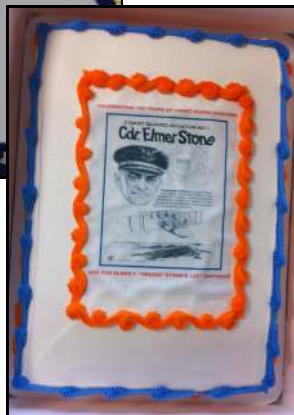
## Elmer Stone's Birthday Celebrated



On 22 January, CG Aviator #1's birthday was celebrated at multiple venues to begin the commemoration of the Centennial of CG aviation.

RADM Gromlich, CCGD13, hosted in Seattle, AUXAIR members delivered a cake to Station Gloucester (USCG Base 7/10 Pound Island), and CGHQ also celebrated with comments by VADM

Charles Michel, the Vice-Commandant, & Pteros RADM Bob Johanson, av. 869, & CAPT Joe Kimball (CG-711), av. 3211.





## CG Base Elizabeth City Building Named After Prominent CG Aviator

By William H. Thiesen, CG Atlantic Area Historian

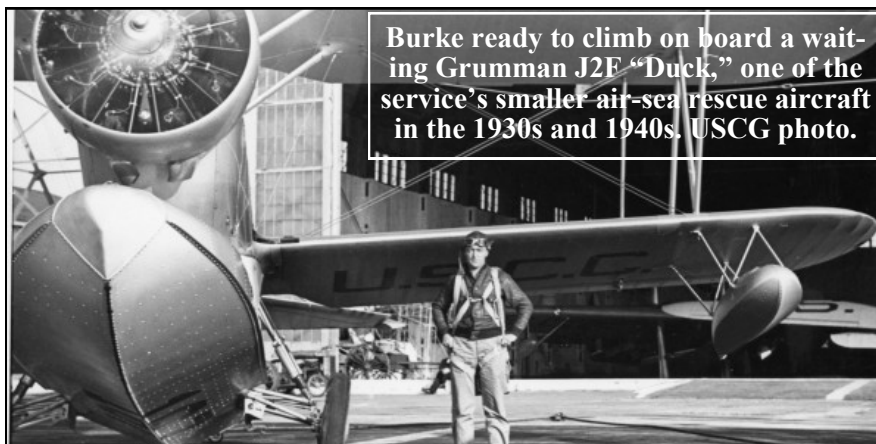


**Ptero Joe Mihelic (L), Aviator 2414A, Ptero Jim Martin, Aviator 2752, CO Aviation Logistics Center, Ptero Scott Craig, Aviator 3179, CO Air Station Elizabeth City, Mr. Allen Gallop & Ms. Virginia Hall (neighbors of the Burke family during WWII in Elizabeth City), MGen Cornell Wilson (USMC, RET), Sec. of Veterans & Military Affairs, State of NC, Ptero Stan Walz, Aviator 1702, & CDR Bruce Brown, CO, USCG Base Elizabeth City at Dedication of Bldg. #35 at USCG Base Elizabeth City on 16 December.**

The pantheon of famous CG aviators includes such 20th century luminaries as Elmer Stone, the world's first aviator to pilot an aircraft across the Atlantic Ocean; Frank Erickson, pioneering aviator in the development of the helicopter; and Donald MacDiarmid, considered the CG's foremost authority on maritime aviation search, rescue and survival. One individual missing from the list of famous aviators is Richard Leon Burke, aviator 15. In his day, military leaders, prominent politicians and CG aviators, including MacDiarmid, recognized Burke as the Service's most skillful and experienced air-sea rescue pilot.

where he held the nicknames "Cowboy" and "Tex." His Southern gentility and "romantic ideals from Texas" entertained his classmates who marveled at his "strong will and determination" and his penchant for taking a cold shower every morning at six o'clock.

In 1927, Burke graduated from the Academy, received his commission and assignment to the Cutter Modoc. After Modoc, Burke received assignments on board a number of East Coast cutters, but he also developed a passion for flying. In the spring of 1930, Headquarters sent him to the Norfolk Naval Air Station for "Flight Elimination Training."



**Burke ready to climb on board a waiting Grumman J2F "Duck," one of the service's smaller air-sea rescue aircraft in the 1930s and 1940s. USCG photo.**

The next year, Burke received promotion to LT and underwent aviator training. At flight school, Burke

Historic Base Command Bldg. 35 at CG Base Elizabeth City was dedicated to Captain Richard L. Burke on 16 December 2015 in a fitting ceremony attended by civic officials, business leaders, private citizens, and CG officials.

Born in 1903 in San Antonio, TX, in 1924 Richard entered the CG Academy,

earned his wings and received orders to his first assignment, CG Base Seven, near Gloucester, Massachusetts.

In the early 1930s, Burke established a reputation as one of the Service's great rescue pilots. Honing his skills in navigating through rain, fog and heavy cloud cover, and landing amphibious aircraft

in treacherous seas, Burke participated in several high-profile rescues. In 1933, he rescued a seriously ill sailor from the fishing vessel Shawmut, off the Massachusetts coast. This operation required Burke to fly through foul weather and locate the trawler on the basis of radio direction. This rescue earned Burke his first Distinguished Flying Cross medal, only the third issued to a CG aviator.

The following year was another eventful year for Burke. He received command of Air Station Cape May, where he flew numerous highly publicized search, rescue and hospitalization cases. At the same time he took command of the air base, the Treasury Department designated him official pilot for Treasury Secretary Henry Morgenthau. During the next six years, Burke flew the secretary on official trips throughout North America and he flew the First Family to travel destinations when necessary. Burke's reputation would become well known not only to CG commandant Russell Waesche, whose office wrote him several commendation letters, but also with the heads of the Treasury and Navy departments.

While serving at Cape May, Burke had a variety of assignments and missions. He was skilled at piloting all types of fixed-wing aircraft, from the Treasury Secretary's Lockheed Electra to a variety of CG amphibians. So it came as no surprise in 1935, when he set speed and altitude records for the Hall PH-2 "flying boat," a workhorse of CG aviation from the 1930s through World War II. In 1937, he was on hand during the Hindenburg disaster at Lakehurst, NJ and directed efforts to rescue survivors of the burning zeppelin.

During Burke's command at Cape May, the Service lost its first aviator in the line of duty. In January 1935, Chief Gunner's Mate Charles Thrun served as one of Cape May's enlisted pilots and, during test flights of the newly introduced Grumman J2F "Duck" amphibian, Thrun crashed just offshore. Burke sped to the scene of the accident in a base

crashboat to Thrun's overturned aircraft. Burke and his crew extricated Thrun after repeated exposure to the icy water and bone-chilling air, but not in time to resuscitate the aviator. Burke and his men were hospitalized after contracting hypothermia from the rescue attempt and they each received the Silver Lifesaving Medal in recognition of their efforts.

After six years as commander of Cape May, assistant coordinator for Mid-Atlantic maritime interdiction activities, and official pilot for the Secretary of Treasury, Burke received promotion to LCDR and command of newly constructed Air Station Elizabeth City, NC. When he learned of Burke's reassignment, Secretary Morgenthau wrote him ". . . we have flown thousands of miles together over land and sea, and often your responsibility was very great. There have been occasions that required quick thinking and resolute, clear-headed action. Your skill and sound judgment at such times and in fact whenever you were piloting me have been a source of great satisfaction to me."

By the summer of 1940, Burke arrived at his new command so it came as a shock late in 1941, when he received transfer orders to the air station at Biloxi, Mississippi. Burke proved so popular with the local community that Congressman Herbert Bonner campaigned to keep Burke in command of Elizabeth City and discussed the issue with Commandant Waesche. Bonner convinced HQ to rescind Burke's transfer, so the aviator remained in command of the air station for the next three years.

In 1944, at the end of his North Carolina tour, he received a Gold Star in lieu of a second Distinguished Flying Cross as well as the Navy Commendation Ribbon in recognition of his service and leadership as commanding officer of Air Station Elizabeth City. The DFC citation commended Burke for ". . . constantly exercising keen judgment, expert airmanship skill and great initiative under extremely adverse conditions."

After the war, Burke was promoted to Captain and, for the next ten years, served in senior leadership and oversight positions for the Service's aviation branch. During these assignments, he oversaw

several high-profile cases, including the response effort to the 1946 crash of a Sabena Airlines DC-4 at Gander, Newfoundland. This mission proved a success and served as the first test case for evacuating crash victims by helicopter. He also oversaw the 1955 air-sea rescue effort of Pan American Airlines' Clipper United States, which ditched in the ocean off the Oregon coast.

Richard Leon Burke was a member of the long blue line who served as a role model not only as a skilled aviator, but also as an exemplary leader. In 1979, he passed away in Connecticut at the age of 75. During his career, Burke took part in hundreds of search, rescue and humanitarian flights, receiving numerous honors, awards and recognitions for his heroic feats and daring aviation exploits. The final sentence in the citation for the Gold Star in lieu of his second Distinguished Flying Cross reflected his successful leadership as a CG aviator: "His cool courage and unswerving devotion to duty at all times as pilot in charge of aircraft constituted an inspiring example to the forces under his command."



## Ancient Albatross #25 Letter to Pteros

By Ptero VADM Charles Ray, Aviator 2311



While this letter is addressed to all Ptero's, my message is really targeted at those still on active duty. I/We need you to be the messengers. The Centennial of Coast Guard Aviation is finally here! This long awaited "first" will not be experienced again – so let's make the best use of the opportunity to celebrate 100 years of CG Aviation and our many contributions to the Service and Nation. The Elmer Stone birthday celebrations recently held at units around the country are a good indicator that many of our current CG men and women understand and appreciate the significance of our hundred years of

Service. In late January, I had the opportunity to visit CGC POLAR STAR in the ice off McMurdo during Operation Deep Freeze. As I stood in the hangar and looked at the paintings commemorating POPDIV crews and familiar names from days gone by, I was reminded of the significance of the impact that the courage, innovation, and dedication of CG aircrews have had on the success of our Service from pole to pole.

With a history rich in accomplishments and character, it is hard to single out one case or mission which epitomizes the evolution of CG Aviation. How do you boil down a century's worth of courage, innovation, and dedication into one case to celebrate? Perhaps, our response in the wake of Hurricane Katrina is worth singling out. Hurricane Katrina was in many regards the Super Bowl of CG Aviation. Literally hundreds of aircrews performed SEVERAL THOUSAND acts of heroism...and in many cases live before a global audience. The organizational characteristics demonstrated over Louisiana, Mississippi, and Alabama were the culmination of nearly a century of refinement, development, and maturing. No one needed to give our crews detailed guidance. Often, the only briefing was "look in this area." All our crews needed were a chart,

a mission ready aircraft, and the freedom to operate and act independently as they had for decades earlier. Like those before them, these crews launched armed with courage and a bias to action to save those in need. One hundred years of innovation continued over the flood waters of the Gulf Coast. When survivors were trapped in homes, those on-scene innovatively employed the tools at hand, such as crash axes and saws-alls, to break through roofs. To prevent duplication of search effort with limited resources, a geographic search area grid system was developed and visual marking techniques employed to communicate when an area had been cleared. And finally, and perhaps most importantly, Hurricane Katrina serves as a capstone case study of the effectiveness of our dedication to standardization. With aircrews from literally around the country converging on ATC Mobile and Air Stations Houston and New Orleans, standardization was paramount as many pilots, flight mechanics, and rescue swimmers met for the first time when walking to the aircraft.

Much like other aviation communities over the past century, there has been a constant evolution in CG Aviation. However, what makes our evolution unique is that each phase has brought measurable enhancements to the safety and security of the Nation. The CG flying boats and [See Ancient Al on P.8]



## Phoenix Rising: The USCG Will, At Last, Be Represented in the Smithsonian Air & Space Collection

Story & Photos By PO2 Nate Littlejohn, USCG



vector CSP



Ptero RADM Bob Johanson, Aviator 869, Stands Proudly at the 'soft roll-out' of HH-52A CGNR 1426 at Elizabeth City on 11 December.

Human flight is inherently amazing. For people looking to satisfy their wonder, or to simply bask in astonishment at accomplishments in the history of aviation, there's no better place than the Udvar-Hazy Center in Chantilly, VA. The museum includes representative aircraft from every U.S. military branch, with the exception of one — the U.S. Coast Guard. The life-saving service famous for hoisting survivors at sea to its helicopters doesn't yet have one on display there, though that's about to change.

The companion facility to the Smithsonian National Air and Space Museum in Washington, the center includes two enormous hangars — the Boeing Aviation Hangar and the James S. McDonnell Space Hangar — where visitors can find thousands of aviation and space artifacts that tell fascinating stories of women and men taking to the skies and stars. Visitors stand awed before sights like the actual B-29 Enola Gay, the first aircraft to drop an atomic bomb, and the space shuttle Discovery, world record holder for most spaceflights.

Soon to join the ranks of these relics is the CG HH-52A 'Seaguard' helicopter, tail number 1426. Like many of its soon-to-be museum counterparts, the 1426 was an aircraft piloted in the performance of famous feats. What makes it so special, like the service it represents, is the missions it performed saving peo-

ples' lives. One particular mission performed by a 1426 crew stands out not only as one of the greatest for that airframe, but perhaps in CG aviation history. On the morning of Nov. 1, 1979, then LTJG Chris Kilgore and LT J.C. Cobb, both pilots, along with PO2 Thomas Wynn, an aviation electrician's mate, rescued 22 survivors from the burning tanker *Burmah Agate* and freighter *Mimosa* after the two vessels collided near Galveston, TX. *Burmah Agate* was fully loaded with fuel, and the collision resulted in an explosion that ignited leaking oil. The tanker went down soon after the collision, while the burning *Mimosa* remained underway, slowly circling around a dropped anchor. The 1426 crew was one of two helicopter crews from Air Station Houston to respond and hoist survivors from the ships. A memoir of the famous case titled "Just in Time," written by 1426 co-pilot Kilgore, details his firsthand account of what the rescuers faced that day. He wrote of explosions, intense heat from the fire, turbulent air, taking on survivors until the helicopter exceeded its maximum allowable weight — and dropping them off on a nearby oil platform before returning to rescue more. "With the two survivors on board, we turned our attention to *Mimosa*," wrote Kilgore. "The fire on that vessel was spreading from the forward area aft, toward the superstructure. The crew appeared to all be crowded onto the port bridge wing. Over the next several minutes, we hoisted 10 crew members in three hoists. Although the fire danger was not as immediate, these were interesting hoists nonetheless. When the basket was lowered, the ship's crew were all clamoring to get into it, all grabbing for the basket at once. To make it more interesting, the ship was underway, but without command of the rudder it was doing a constant 360-degree turn. Because of weight and wind, we could not follow the ship around. The situation

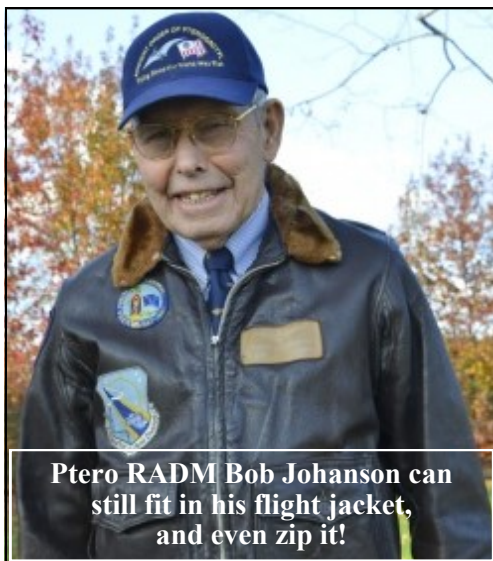
was further complicated by the masts, wires, antennae and other gear above the bridge, necessitating a high hoist."

The CG will be represented by the 1426 in perhaps the best possible location for reaching a national audience interested in aviation history, hosting more than 1.4 million visitors so far in 2015 alone.

The helicopter is scheduled to become a permanent exhibit at the museum in the spring of 2016 — a highly-anticipated event for both the CG and the Smithsonian, which coincides with the centennial anniversary of CG aviation. "The big driver for this happening is Coast Guard aviation's 100th anniversary coming up this spring," said CDR Michael Frawley, systems management chief for the office of aeronautical engineering at CG Headquarters. "This was the time to make this happen." "The arrival of the 1426 and its subsequent display in the museum presents not only an opportunity to demonstrate the importance of CG aviation to American life, but to illustrate the role of the helicopter and what it can do for humanity in general," said Roger Connor, museum specialist and curator of the vertical flight collection. HH-52s, the first amphibious helicopters, were last flown by the Coast Guard Sept. 12, 1989. The legendary helicopters' success made rotary-wing aircraft central to Coast Guard aviation missions during the airframe's 26 years of service. In all, Coast Guard HH-52A crews saved more than 15,000 lives.

The driving force behind placing one of these magnificent machines in the Smithsonian is a collection of dedicated Coast Guard aviators, many whose careers involved flying one. These dedicated people worked tirelessly behind the scenes over the past decade, giving generously their time and resources. The Coast Guard Aviation Association (CGAA), known also as the Ancient Order of the Pterodactyl, is dedicated to preserving USCG aviation history, as well as camaraderie among former and current CG aviators and aircrewmembers. In 2005, then CGAA president, retired CAPT George Krietemeyer, Av. 913, initiated the idea to locate, acquire and restore an HH-52A 'Seaguard' helicopter for display in the Smithsonian. The resulting effort was later named "Project Phoenix" by retired Ptero CAPT Tom King, Aviator 1775, — a metaphor comparing the helicopter to the once beautiful bird rising from ashes and obtaining

new life. The project involved numerous CGAA volunteers and active-duty CG leaders who are quick to credit others for the project's success, including retired RADM Robert Johanson. Ask anyone and they'll tell you he's been the backbone of the initiative from its conception. Reluctant to accept recognition,



**Ptero RADM Bob Johanson can still fit in his flight jacket, and even zip it!**

Johanson has a sense of humor on par with his drive for making things happen.

"I'm just glad to know there's a CG helicopter going into the Smithsonian while I'm still on the right side of the grass," he joked. Locating a structurally-sound Seaguard helicopter suitable for museum-quality restoration was the first necessary step in what would become a decade-long project. The CGAA identified several candidates over the years,

acquiring three HH-52s from the Aberdeen Proving Ground, a U.S. Army facility in Aberdeen, Maryland. The helicopters ultimately did not make the cut, though some of their parts were eventually used to restore the selected Phoenix. The road to finding the ideal bird came to a few dead ends along the way, but that didn't stop Johanson and his fellow Pterodactyls, led by then CGAA president, retired CAPT Mont Smith,

Aviator 1520, from persisting. Who needed roads? These were men used to flying. Overcoming various legal challenges that restricted funding and limited human resources for the project, the CGAA did the majority of the leg work while active duty Coast Guardsmen who were crucial to the project were primarily focused on day-to-day operations. At times, it seemed the service didn't have the time or manpower to see the project to its end. Still the Pterodactyls persisted, working patiently with changing Coast Guard leadership, forging ahead with ways to make it work. Finally, in 2012, the Pterodactyls soared into promising skies as a museum-quality helicopter was identified at the North Valley Occupational Center in Van Nuys, California. The HH-52A 'Seaguard' 1426 was donated by the CG and flown to the school in 1989. There, it served as a classroom aircraft where students learned and practiced aviation maintenance for 25 years. As a result, the helicopter was in good shape.

The Coast Guard couldn't just buy the helicopter back from the school — that would violate policy — but Johanson and others worked with Bill Lucas, ethics attorney at CG Headquarters, and retired CAPT Norm Schweitzer at General Services Administration, to find a way. Military services are allowed to trade assets or artifacts with other organizations after considering market value of the objects in question. If what the military wants to give in trade exceeds the value of what the military hopes to get in exchange, that object of

lesser dollar value must be determined an historical artifact significant to the military, and the transaction must be approved at several levels. It just so happened, the CG was retiring the last of its HU-25 Falcon jets, and the school agreed to trade one for its HH-52. The instructors agreed the HU-25 was a better teaching subject for students preparing for careers with airlines. The determination was made that the CG helo was in fact an historical artifact that would well-represent the Department of Homeland Security and CG's humanitarian missions. Johanson worked with officials at CG Headquarters throughout the process to acquire the 1426 in trade for an HU-25 Falcon — a process that began in late 2012 and culminated in 2014 upon approval by the Secretary of Homeland Security. After working out specifics of the trade with the school, the helicopter was transported to the Aviation Logistics Center at Base Elizabeth City, NC. There, 1426 was restored to Smithsonian display standards by contractor Vector CSP under the supervision of CGAA restoration project managers, retired Captains Mont Smith and Ptero-Ray Miller, Aviator 2141, and augmented by an HH-52A restoration team comprised of CG active duty and retired volunteers. Over the course of about nine months, team members supported restoration efforts — repairing and restoring major airframe structures, primary mission equipment and original component identification markings, among many others tasks, to restore the Phoenix to its authentic appearance — as if it were

brand new in 1975.

Though it took a decade, the people behind Project Phoenix could not have selected a better aircraft to symbolize CG aviation, nor people to get the job done. Their hard work and dedication will result in honor and preservation of the service's rich history, for the enjoyment of future and current CG aviators, and those who admire them.



Colors are presented during the opening of a ceremony where HH-52A Seaguard helicopter, tail number 1426, is unveiled at Coast Guard Aviation Logistics Center in Elizabeth City, N.C., Friday, Dec. 11, 2015. Retired RADM Robert Johanson and others worked for a decade to ensure the helicopter will go on permanent display at the Udvar-Hazy Center in Chantilly, VA, the companion facility to the Smithsonian National Air and Space Museum in Washington.





## 'Centennial' FROM 1

Greetings Fellow Pteros: Our year-long Aviation Centennial commenced with the celebration of CDR Elmer "Archie" Stone's birthday in January. As event coordinator for the CGAA, I'd like to provide status on our efforts to date and explain how they align with those of our active-duty counterparts.

On 1 December, we stood up the CGAA Aviation Centennial web site. This enables everyone to see the latest developments as we hold events designed to honor our first 100 years. The page has several exciting features including a history blog, local updates, an overall timeline of events, links to sales sites for logo gear, merchandizing for Centennial items and critical information related to the celebration. The website is the central repository for information concerning the Aviation Centennial. Please visit the site. Check out the link to the store where there is an exciting line of commemorative merchandise. Profits from these sales will directly benefit other Pterodactyl efforts. Your support is essential!

The Phoenix Project Team, in concert with CG Headquarters aviation staffs, is nearing completion of the restoration culminating in the dedication of CGNR 1426 at Udvar-Hazy in mid-April. The team provides additional detail in this issue of Pterogram. We cannot ascribe enough credit to the dedicated core team of the Phoenix Project. Without their tireless perseverance, the project would never have been completed.

We are participating in the Aviation Centennial Integrated Project Team (IPT) which is coordinated by LCDR

Dan Broadhurst from CG-711 (the Aviation office at HQ). This team will ensure that Centennial events are coordinated and supported across the 26 air stations. Each unit has a designated active duty Centennial coordinator. To fully support our joint celebration, we still need volunteers to act as CGAA coordinators at each air station. Although we have several volunteers, there are still air stations not covered. These positions are critical to ensuring that our celebration is vibrant, inclusive and fully realized across the country. If you are interested in volunteering, to support a nearby unit, please drop me a line.

On May 4 -5 of 2016, the CG will be the focus of the Naval Aviation Museum Board of Directors and Trustees event at NAS Pensacola. We will host a panel discussion on CG Aviation history. We will also provide a lunch-time speaker and potentially some award recipients. A robust turnout of CG Flight students and regional air station pilots and aircrew is expected. CAPT George Krietemeyer is the CGAA coordinator for this event. More to follow.

Our Centennial Celebration will culminate with the 2016 Roost at Mobile, AL. There is a Mobile based team engaged in the early planning stages. This will prove to be exciting event that will spotlight CG Aviation, our history and contributions on the national stage. Please mark your calendars for the October Roost. This will be an event not to be missed.

Fundraising continues at a slow bell. Limited time remains to become a part of history by including your name tag onboard CGNR 1426 as it is displayed at Udvar-Hazy. Check out the details on

the Centennial web site. DON'T MISS OUT!!

Please view the Centennial and CGAA websites to see how you can help make our 100<sup>th</sup> celebration a success. Remember, success depends on each of us collectively; all donation are tax deductible.

Semper Paratus!

John, #1877



## An Ode to Those Men and Women Who Fly

Submitted by Ptero Art Ross, Av. 1142

"Once the wings go on, they never come off whether they can be seen or not. It fuses 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 flyer leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving 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 he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Because we flew, we envy no man on earth."~Author Unknown

## 2014 LT Jack Rittichier Trophy Presented

In November, the Coast Guard Aviation Association presented the LT Jack Rittichier trophy to Detroit Lions tight end Casey Pierce as the 2014 Most Valuable Player for the Kent State University 'Golden Flashes,' where Jack had been a star running back on the greatest running team in the school's history in 1954. The award was presented in a ceremony at CG Air Station Detroit where Rittichier had served before his transfer to the USAF 37th Aerospace Rescue & Recovery Squadron, the 'Jolly Greens,' in Vietnam.

There is a striking similarity between the Kent State careers of Rittichier and Pierce. Both were chosen as captains of the football team by their teammates; both were selected 2nd team all-MAC (Midwestern Athletic Conference); each played in one of the school's three

post-season bowl games; both were accomplished student athletes; and both were strong, quiet, confident leaders.



Detroit Lions tight end Casey Pierce with the 2014 LT Jack Rittichier trophy.

The trophy was presented by Air Station XO, CDR Marshall Branch, Aviator 3385. Also on hand were Pierce's Detroit Lion teammates, running back Zack Zenner and fullback Mike Burton.

Representing Kent State University was Deputy Athletic Director Aaron Chimenti. Also representing the CGAA were CAPT Kyle Jones, Aviator 1438, and retired LCDR Jim Loomis, Aviator 1179. In addition to the XO, there were several AirSta Detroit active duty Pteros in attendance.

The CGAA greatly appreciates the efforts of all hands at AirSta Detroit who pitched in to make this an outstanding event.



## Coast Guard Readies Air Station Sacramento For C-27J Operations



Ptero CAPT Douglas Nash, Aviator 2862 (L), AirSta Sacramento CO, welcomes pilot LCDR Andrew Paszkiewicz, who with copilot LCDR Kevin Plylar (not pictured) and Avionics Electrical Technician Micah Devries (R), flew the C-27J Spartan CGNR 2708 from the HC-27J Asset Project Office in Elizabeth City, NC, Dec. 2. The aircraft will be used for training as the air station makes its transition from being an HC-130H to an HC-27J unit. USCG photo by LTJG Scott Handlin.

The HC-27J Asset Project Office will assist with the transition by providing a forward-deployable maintenance team and pilot, aircrew and maintenance technician instructors, said Cmdr. Peter Beavis, APO executive officer. An aircraft to be used for training was repositioned to the air station Dec. 2. Four A/C will be transferred to the airta in fiscal year 2016, said LT Robert Hovanec, Office of Aviation Forces C-27J platform manager. Sacramento will have six aircraft at full capacity, with the remaining two arriving in 2017.

A \$1.5 million facilities improvement project has begun at the air station. Air Station Sacramento is the prototype for a new liquid oxygen program required to support the service's

Coast Guard Air Station Sacramento is preparing to become the first permanent home of C-27J Spartan medium range surveillance aircraft, with operations expected to start in 2016.

Spartans and HC-130J Super Hercules aircraft. LOX is used on these aircraft when flying at high altitudes and for emergency purposes. Contractor logistics support during the early stages of

the transition will allow training of air station personnel to become dedicated C-27J mechanics. Staffing at Air Station Sacramento will increase to about 200 – an increase of about 20 operational and support personnel – when it reaches full operating capability to meet the additional workload associated with the expansion from four HC-130H aircraft to six C-27Js, said Cmdr. Ian Bastek, chief of the Fixed Wing and Sensors Division of the Office of Aviation Forces.

The C-27J A/C are equipped with secure communications, weather radar and navigation systems originally developed for the Air Force. Work to further missionize the C-27J aircraft with specialized components to enhance abilities to carry out the full range of CG missions has begun with the first aircraft modification expected in 2017. In the interim, crews will employ visual search techniques using night vision goggles when applicable, and the aircraft will be used to deliver dewatering pumps, rafts and survival kits to mariners in distress.

CAPT Doug Nash, AirSta Sacramento CO, is pleased with the progress of the transition. "Having the APO and the A/C in Sacramento over the winter will allow our newly qualified crews to stay current and qualify new crews. We will be ready to receive the air station's first official C-27J and hit the ground running."



### ANCIENT AL FROM 4

the crews that flew them were instrumental in the development of open ocean search and rescue procedures. CG counter-smuggling operators in the early 20<sup>th</sup> century were pioneers in the fusion of intelligence into operations—a cornerstone of the successes we are seeing today in CD missions in the Western Hemisphere. Later, CG aircraft patrolled the eastern and western approaches to the United States looking for enemy submarines as WWII raged around the globe. CG aircrews joined the cutter fleet in aircraft such as the Duck in order to project security forces further offshore. The evolution of CG Aviation is still visible today – yet the safety and security operations we conduct now in the beginning of the 21<sup>st</sup> century would be easily recognized by those that have gone before us.

CG Aviation's first 100 years have had a far reaching impact beyond the lifelines of the USCG. We were one of the early organizations to recognize the utility of the helicopter. We pioneered ship-board helicopter operations in 1943 and the use of helicopters in humanitarian operations. In January 1944, then CDR Frank Erickson performed the world's

first "life saving flight" in a helicopter. Because of his vision, countless American lives were saved in Korea and Vietnam as his vertical flight techniques were further developed for use by our partner services.

Many of our Ptero readers will be very familiar with the period of the 1960s, 1970s, and 1980s – a time which I think solidified into our ethos those organizational characteristics passed down to us by our founders. Those heydays of Search and Rescue are legendary. First, the 1960s ushered in the arrival of the H52 and with it the turbine engine. Thanks to the efforts of many Pteros, we will memorialize this milestone at the Udvar-Hazy Center in April. The 60s, 70s, and 80s were famous for great rescues—platform pickups in towering seas for the real "deadliest catch" were common. Overseas, our pilots applied their exceptional courage and aviation skills over the jungles of SE Asia as they integrated into Air Force Jolly Green Squadrons, to once again rescue Americans in harm's way. In the 1980s, the evolution continued with the creation of the Rescue Swimmer Program. Who among us now can imagine conducting modern day helicopter operations without a res-

cue swimmer?

Like the early days of the Revenue Cutters and life in the Dept. of Treasury, we are still responsible for protecting our border. Our use of aircraft in counter smuggling operations today can be traced back to the 1930s and the establishment of air detachments on the SW border. In the 1980s, OPBAT was center stage of CG counter narcotics operations. Capitalizing on these earlier lessons learned, our FW & RW aircraft are now operating as part of fully integrated, multi-agency counter narcotics teams in the Western Hemisphere. Because of the value CG Aviation adds to counter narcotics missions, the COs of every flight deck equipped cutter are literally begging for a HITRON aircraft and greater MPA support.

Again, the Centennial of CG Aviation is finally here! I encourage you to celebrate the many contributions made by those that have gone before us, reflect on your personal accomplishments and those of your shipmates, and resolve to go forward with courage, innovation, and dedication. And lastly, take time to thank a Ptero—we have benefitted greatly from their contributions, just as those that come in the next 100 years will benefit from ours. Semper Paratus!





## 'Fallen Guardian' Ceremony Conducted in Mobile

### By Ptero Past Prez George Krietemeyer, Aviator 913



ATC Mobile MH-65T  
Landing at Park.

This very unique and special monument to honor these men is located at a beautiful Memorial Park which is specifically designated as THE Park in Alabama to honor all military personnel – living and dead. Millions of visitors will see this monument and become aware of the sacrifices that CG personnel make every day SO OTHERS MAY LIVE

In addition to the four plaques shown – the monument includes three unique and historic CG rescue vehicles in a setting

which portrays them heading out to sea.

THE FALLEN GUARDIANS MONUMENT AT BATTLESHIP ALABAMA MEMORIAL PARK MOBILE, AL was dedicated on 10 November, 2015 to honor twelve CG personnel who lost their lives while "Guarding the Gulf."

Sinking of USCGC MAGNOLIA in Mobile Bay (24 August, 1945)  
FN1 C Harold F. Harwell

Drowning at USCG Base Choctaw Point (8 September, 1967)  
BM1 Willard W. Hawkins

Aircraft crash while TAD from ATC Mobile (24 June, 1975)

CDR Francis F. Silvia  
LCDR Reed C. Mattingly

HH-52A CGNR 1427 crash 10 miles North of ATC Mobile (22 October, 1981)

LT Raymond T. Brooks  
LTJG Robert E. Winter, Jr.

AD3 Joseph A. Hinton  
AD3 Mark C. Johnson

HH-65 CGNR 6535 crash in Mobile Bay (28 February, 2012)

LCDR Dale C. Taylor  
LTJG Thomas Cameron

ASTC Fernando Jorge  
AET3 Andrew W. Knight



HH-52 CGNR 1378 – a battle scarred veteran of 25 years of active duty and another 27 years on display at Battleship ALABAMA Memorial Park where she withstood several hurricanes and was under eight feet of water during KATRINA. She was moved from another location aboard the park to join the two surface SAR vessels.

41 foot Utility Boat #41364 – another 25 year veteran of active duty with 10 years of service in the park.

26 foot Motor Surf-boat #2 – donated by



Ptero Past Prez  
Krietemeyer Speaking  
at the Ceremony.

USCGC DECISIVE about 5 years ago.

Mobile, Alabama is a Coast Guard City – the third City to join the list. The ceremony inducting Mobile into that honored group was held aboard the USCGC EAGLE on 4 July, 2002 during Mobile's Tricentennial Celebration.

It is important to note that the USRC ALABAMA arrived in Mobile in 1819 and is the FIRST government vessel to bear that name. Since then six other government ships have carried that name with pride and glory.

The decision to dedicate the monument in 2015 was made to honor the U.S. Coast Guard's 225<sup>th</sup> birthday and to celebrate Battleship Memorial Parks 50<sup>th</sup> birthday. Funding for the monument was provided by the generous contributions of dozens of retired CG personnel. This monument is a fitting tribute to those personnel who GAVE THEIR ALL while serving the citizens of the United States from CG facilities in the City of Mobile in the great State of Alabama.



## 2015 'Patriot of the Year' Honored

Ptero ADM (Ret.) Thad Allen, P-3005, former CG Commandant, was named Patriot of the Year for the 2015 Veterans Day festivities by the Mobile Bay Area Veterans Day Commission for his decades of service and commitment to the country. Over the course of nearly four decades, Allen held nine operational commands at sea and ashore conducting missions to support America's maritime safety, security and environmental stewardship interests

As Commandant, Allen led the CG during critical times for not only the service, but the nation as well. He led the CG's response in the wake of the 9/11

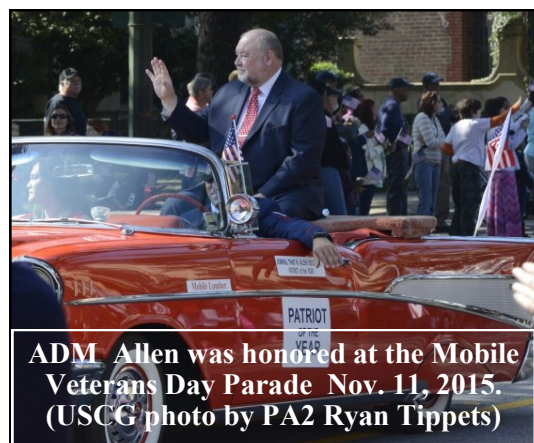
terror attacks, the federal response to Hurricane Katrina and the CG's rescue of 33,500 people, the Haiti earthquake response, and he was the National Incident Commander for the BP Oil Spill response.

In reference to Veterans Day, Allen said, "It's nice to be down here under circumstances where we can celebrate something really important to our country, something we can believe in, something that's foundational to our lives."

The son of a CG Chief, Allen spent his life around the service, and underlined the importance of supporting veterans.

"It comes down to veterans and the military and how we treat them. We should treat them like they are our own family.

Veterans should know; we always have their backs."



ADM Allen was honored at the Mobile Veterans Day Parade Nov. 11, 2015. (USCG photo by PA2 Ryan Tippetts)







SIKORSKY/COAST GUARD HERITAGE: Since the Coast Guard first pioneered the use of helicopters in 1943, Sikorsky Aircraft has supplied the Guard with a progressive line of models. This painting depicts that proud

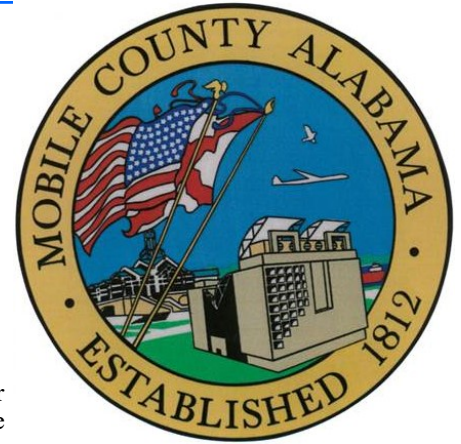




heritage. Clockwise from top center are the Sikorsky helicopters along with the Coast Guard designation: S-58 (HUS-1); S-52 (HO5S); S-61 (HH-3F); S-55 (HO4S); S-51 (HO3S); S-62 (HH-52A); R-6 (HOS) and R-4 (HNS).



**COME EARLY  
– STAY LATE  
CGAA CENTENNIAL  
GATHERING  
MOBILE, AL.  
(27-30 OCTOBER 2016)**



Mobile, AL has been designated a “Coast Guard City” since USCGC EAGLE delivered her proclamation during Mobile’s Tri-Centennial Celebration in 2002. What better place to celebrate “our” Centennial than in Mobile, AL – home to over 900 active duty and 500 retired Coasties.

Our team of “aging” Pterodactyls and “youthful” Aviators has planned a FUNTASTIC weekend for your edification, education, and enjoyment.

COME EARLY and see the brand new, \$60M National Maritime Museum of the Gulf of Mexico ([www.gulfquest.org](http://www.gulfquest.org)). The over 90,000 sq ft of exhibits takes at least four hours to enjoy. Make sure you ride with the Coast Guard aboard their MSB - at night and in a storm (simulator ride).

There are plenty of other sights to see within walking distance of your hotel – Exploreum – Fort Conde – Museum of Mobile – Conde Charlotte House – to name a few.

**Your headquarters hotel is the beautiful Renaissance Mobile Riverview Plaza located at 64 S. Water St. Mobile, AL. 36602. Rooms are only \$109.00 per night (10/26-10/31), plus tax. Parking is \$14/day. Reservations can be made through the hotel website: <https://aoptero.org/index.php/roost-2> then click on the hotel link on the Roost page to make reservations OR call (800) 922-3298 and say you’re with the ‘CG Aviation Association 2016.’ Book by 2 October. There is no shuttle service to/from the airports. Make your hotel reservations early!**

Planned activities include:

Thursday (27 Oct.)-

0830 – 1400 – The CGATC Mobile Golf Tournament at the Robert Trent Jones Magnolia Golf Course. We have some exciting plans for this event – stay tuned.

0900 – 1400 – Tour of Bellingrath Gardens

1800 – 2200 – Open House at Dave & Vicki Connolly’s house on Dauphin Island.

Friday (28 Oct.)

0830 – 1600 – Hop on a bus (or drive yourself) to the National Naval Aviation Museum (PNS). Visit the new 10,000 sq. ft. Coast Guard Aviation exhibit with 9 aircraft. Ride with the Blue Angels in their simulator. Meet Elmer Stone at the actual NC – 4. Sit in the “Malcom Smith” HH-52A Cockpit.

1800 – 2200 – Casual reception on the waterfront in the Mobile Convention Center.

Saturday (29 Oct.)

0800 – 1000 – CGAA Business Meeting in the hotel.

1000 – 1600 – Open House at ATC Mobile. You will be amazed to see the growth of this facility since CDR Les High reported aboard in June 1966. The flight line will have ALL modern Coast Guard aircraft available and some vintage aircraft too.

1800 – 2200 – Awards Banquet at the hotel. The Commandant hopes to be with us for this CENTENNIAL event.

Sunday (30 Oct.)

0800 – 1000 – A “Gathering of Eagles” in the hotel to view the video of the May 2016 Symposium COAST GUARD AIR – INTO THE STORM FOR 100 YEARS

1100 – 1600 – Picnic at Battleship ALABAMA Memorial Park. See the HU-16, HO-4S, HH-52 and the new Fallen Guardians Monument

Monday (31 Oct.)

0900 – 1200 – Tour the new AIRBUS hangar and see how we build A-320 aircraft in Mobile.

**Hope to see a “Phlock of Pteros” in Mobile in October**

**‘Wingman’ By Ptero  
Tom Beard, Aviator 1104**

Some flights just stand out among the thousands and become a never to be forgotten memory-classics. One occurred by happenstance, and I was *only* a wingman in a flight of two helicopters.

In the spring of 2006 and nearly 53 years since beginning my flying career in SNJ’s at Corry Field, Pensacola—still flying on occasion—I was working a three-day shoot for a documentary film. My jobs were story editor, scene director, off-camera interviewer, grip, makeup, and other assorted tasks that make up a small film crew. The shoot was a rather complicated, simultaneous two-person, two-camera interview. “Cut!” “Bob (producer and one camera operator), we’re getting a shiny forehead again.” Out with the powder-puff...dab-dab...on with the shooting.

We broke on the second day of intense filming when our famous cast members were invited to ride along with two local helo pilots in their Robertson-44’s. I tagged along without a real job for a while, relieved. The producer continued his tasks at the airport capturing images around the aircraft and of the people. Our two ‘stars’ boarded [See **Wingman** on P. 15]



## Coast Guard HITRON Jacksonville, FL

By LT William M. Burt, Aviator 4376



In 1998, the Coast Guard estimated that it was stopping less than ten percent of the drugs entering the United States via the sea. Spurred by these estimates, Admiral James Loy, then Commandant, directed the Coast Guard to develop a plan to counter the threat of drug-laden “go-fast” vessels. Starting in late 1998, six pilots and four Aviation Gunners were assigned to the “unit.” Known as Helicopter Interdiction Tactical Squadron Ten, flying the McDonnell Douglas MH-90, these ten volunteers pioneered new tactics to counter the smuggling threat. During this early proof of concept phase, HITRON encountered five suspect vessels. All five of these go-fasts were success-

fully interdicted; resulting in the seizure of 2,640 pounds of cocaine and 7,000 pounds of marijuana along with the arrest of 17 smugglers. This 100% success rate represented a dramatic increase in drug seizures, and resulted in a cultural change for Coast Guard aviation. Further, it set the stage for enhanced future maritime drug interdiction efforts. Due to their success during the Operational, Test, and Evaluation phase, the HITRON program was converted into a permanent Coast Guard unit and formally commissioned on 19 May 2003. On commissioning, the unit’s name changed from HITRON-10 to HITRON Jacksonville. It was the first law enforcement unit in the United States trained and authorized to employ precision Airborne Use of Force. The Coast Guard had always planned to use the H-65 type helicopter for Airborne Use of Force but several upgrades were required before the aircraft could safely perform the mission. As a stop gap, HITRON operated leased Agusta Westland MH-68 Stingrays until the upgraded MH-65 became available in late 2007.

HITRON Jacksonville is charged with locating and stopping suspected drug trafficking vessels. After locating a vessel, the HITRON crew signals the vessel to stop to conduct a Right of Visit boarding. If the suspect vessel fails to stop, the helicopter crew fires warning shots across the bow. If warning shots were

ineffective, a sniper employs disabling fire into the vessel’s engines. Once stopped, the vessel is boarded by a Law Enforcement Team.

Since inception, HITRON has interdicted an average of \$500 million worth of narcotics per year. In fiscal year 2015 HITRON had its most successful year to date, safely interdicting 62 vessels and seizing more than \$1.7 billion in narcotics. Among the vessels interdicted in 2015, were three self propelled semi-submersible vessels. HITRON also assisted CGC STRATTON in breaking the Coast Guard’s record for the most drugs seized during a single patrol. As of January 1<sup>st</sup> 2016, HITRON is credited with a total of 364 interdictions. These interdictions resulted in the detention of 1184 suspects and prevented 365 tons of illegal narcotics, valued at more than \$13.7 billion, from reaching the United States.

Today, HITRON operates the MH-65D from Coast Guard cutters and allied warships in the Caribbean and Eastern Pacific. Working closely with partner nations, the Department of Defense, and other Federal Agencies, HITRON continues to be at the forefront of our nation’s fight against drug trafficking organizations and is well positioned to continue as America’s premier counter-drug aviation unit.



**THE  
DISTINGUISHED  
FLYING CROSS  
SOCIETY**

The Distinguished Flying Cross (DFC) is our nation’s highest award for aerial achievement. As a valor decoration, it ranks fifth in order of precedence, and is awarded to recipients for heroism or extraordinary achievement while participating in aerial flight. The DFC has been awarded to pilots and air crew in all five of our services.

The Distinguished Flying Cross medal was established by an Act of Congress on July 2, 1926 to recognize the heroism of World War I pilots. The Distinguished Flying Cross Society (DFCS) itself was founded in 1994, as a nonprofit organization, headquartered in San Diego, CA, and is made up of those men and women who were awarded the DFC and their relatives. The Society currently has more than 6,300 members. It seeks to preserve the rich heritage and historical narratives of those who are recipients of the DFC and to educate the general public, especially the youth of America, on the values of courage, patriotism and character; those very characteristics upon which America was founded.

The DFCS looks toward all of the members of the USCG who are recipients of the Distinguished Flying Cross to join with us in the preservation of their personal histories and to assist us in furthering our educational goals. If you are a DFC recipient and would like to

see the historical narrative of your award preserved to serve as an inspiration for future generations, please download the application from the DFCS website at [www.dfcsociety.org](http://www.dfcsociety.org) or call our toll-free number at 1- 866-332-6332. If you know other DFC recipients, please tell them about us. We also accept posthumous members so please see about enrolling them. We currently have 20 Coast Guard members out of the 200+ Coast Guard DFC recipients, so we really need your help.

## COAST GUARD AIR-INTO THE STORM FOR 100 YEARS

The Naval Aviation Museum Foundation will honor the Centennial of Coast Guard Aviation during its 29<sup>th</sup> annual Symposium on 4-6 May, 2016 in Pensacola, Florida.

### SCHEDULE

**4 May (Wednesday)** - Reception and Awards Presentation in Hangar Bay One  
(Invitation only- 1900-2130)

LCDR Tom Beard will be presented the Arthur W. Radford Award for excellence in Naval Aviation History and Literature  
Mr. Bryan Snuffer will be presented the R.G. Smith Award for Excellence in Naval Aviation Art

**5 May (Thursday)**-open to all at no cost

0830-0900 Band Concert in Atrium

0915-1145-Session One- Coast Guard Air: Into the storm for 100 years.

Moderator: VADM John Currier USCG (Ret)

Panelists: CAPT Joe Kimball USCG, LCDR Tom Beard USCG (Ret), Mr. John "Bear" Moseley, Mr. Scott Price (CG Historians Office).

1200-1330-Luncheon on flight deck-(cost app \$20)

Guest Speaker-CAPT Robert Workman USCG (Ret)-Author of FLOAT PLANES AND FLYING BOATS

1330-1400- Band Concert

1400-1600- Hall of Honor enshrinement-Frederick Trubel Davison, Col. Bernard Smith (USMC), James McDonnell

1800-1915- Cocktail Reception (cost TBD)

1930-2200- Premiere of Aviation film "THE MILLIONAIRES UNIT"-Naval Aviation in WWI

**6 May (Friday) - No cost**

0915-0945-Band Concert

0945-1145- Flag Panel

"Naval Aviation Today and Tomorrow" (0-9's from USCG/USN/USMC)

Watch for an 'AlPtero' email with further details.

Should you have any questions, please call:

Colonel D.J. "Deej" Kiely, USMC (Ret.)

Tel: (800) 327-5002 (toll-free), Ext 3223

FAX: (850) 457-3032

dkiely@navalaviationmuseum.org



### Air Station Miami Celebrates 50 Years at Opa Locka By LCDR Zach Mundy, Aviator 3895

Air Station Miami honored its 50th year at the Opa-locka Executive Airport and on November 10th the unit held a Flight Suit Formal to mark this milestone. Air Station Miami was first commissioned in June of 1932 at Dinner Key but moved to Opa-Locka in November of 1965. The unit patch [see P.20] commemorating the event was created by AMTC Ralph Turner. There were about a dozen Ptero's in attendance.



The Air Station Miami Command Cadre: Ptero CAPT Todd Lutes (L), Aviator 3142, CDR Tina Pena, Aviator 3460 (EO), Ptero CDR Mo Posada, Aviator 3572 (OPS), and CDR Chad Bland, Aviator 3413 (XO).



1970 Miami Air Patch.





# Proclamation



**WHEREAS,** *Commander Elmer F. Stone, U. S. Coast Guard Aviator Number 1, was born on January 22, 1887; and*

**WHEREAS,** *Lieutenant Stone received orders for flight training on April 1, 1916, signifying the birth of Coast Guard Aviation; and*

**WHEREAS,** *For the next 100 years, Coast Guard Aviation has grown and evolved to be the world's finest aviation force, supporting national security, search and rescue supporting our citizens and national interest with unparalleled professionalism and service; and*

**WHEREAS,** *2016 marks the Centennial of Coast Guard Aviation and the 50<sup>th</sup> anniversary of Coast Guard Aviation Training Center Mobile. In recognition of this prestigious occasion, the Coast Guard Aviation Association has chosen Mobile, Alabama, for its Annual Convention to be held in October 2016.*

**NOW, THEREFORE, I,** *William S. Stimpson, Mayor of the City of Mobile, Alabama, in celebration of Elmer Stone's birthday and Coast Guard Aviation, I hereby proclaim 2016 the*

**YEAR OF THE COAST GUARD**

*in the City of Mobile.*

*Done at the City of Mobile, Alabama,  
this 26<sup>th</sup> day of January 2016.*

**Mayor William S. Stimpson**

## WINGMAN FROM 12

the first helo and, since I was just standing by looking unfettered, I was offered a ride in the second.

Thirty-four years elapsed since the last time I pulled a collective—on a nighttime SAR case as aircraft commander in a CG HH-52A. And I never really considered myself a *real* helicopter pilot, with only a few hundred hours against the thousands in fixed wing aircraft. So, a minute after takeoff, I was a bit taken aback when the helo's owner, grinning, said, "You have it." Despite my initial reluctance—more like the glance over at him with the expression that suggested, 'Are you crazy?' I gingerly took the controls. In the next minute, the years out of the helicopter cockpit melted away and my reactions on the collective, cyclic, and pedals became automatic, albeit a little rough and over-controlling for a few moments. I quickly settled in comfortable and at home in a helicopter cockpit once more.

The lead helo was a couple miles ahead so I upped collective and lowered the nose—soon joining up. We flew in formation for the next hour making a clockwise circuit of San Diego County on a delightful sightseeing trip. The wing position was easy as the lead pilot was extremely smooth, subtly signaling his intentions, and obviously very competent. The flight ended too soon. After breaking off, I made the approach, feeling that familiar dropping of the nose [See 'Wingman' on P. 18]

## CG Auxiliary Aids in the Rescue of 24 Endangered Sea Turtles

By Ptero Eric Arango, USCG Auxiliary, P-3230

On January 7<sup>th</sup> 2016, twenty-four Cold Stunned Kemp Ridley Sea Turtles were flown from Massachusetts to Florida by Auxiliaries Peter Lombardo and Steve Trupkin, members of CG Auxiliary Air Station Republic. Air Station Republic is based out of Republic Airport in Farmingdale, NY but flies missions throughout New York, New Jersey, Connecticut and Burlington, VT under the direction of CG Air Station Cape Cod. In addition to Homeland Security, Search and Rescue, Recreational Boating Safety and Aids to Navigation, auxiliary aviation units also fly missions in support of Environmental Protection.

The Cold Stunned Kemp Ridley Sea Turtle is among the world's most endangered sea turtles. Due to the unusually warm weather in the northeast, these turtles became stuck in the arm of Cape Cod during their journey for warmer waters in the south. These 24 juvenile sea turtles were originally rescued by the New England Aquarium and the Massachusetts Audubon Sanctuary at Wellfleet Bay on Cape Cod. The turtles were warmed and stabilized by the New England Aquarium and then turned over to the CG Auxiliary for their journey south.

The turtles were flown to Orlando, Florida, but prior to being released back into the wild, they were turned over to experts from SeaWorld for a full health examination. The experts at SeaWorld will care for the turtles until they are healthy enough to be returned to their natural habitat.



Auxiliarists Steve Trupkin & Peter Lombardo with SeaWorld Aquarist and rescued sea turtle.

## LET'S GET CLOSE AND PERSONAL TO THE PUBLIC ABOUT OUR HUNDRED YEARS-One Citizen at a Time

*A Proposal for a Ptero-Sponsored CG Air Speakers Bureau*  
by Ptero Ray Copin, 744/353

Centennials come and go. I was fortunate in 2011 to attend both the kick-off in San Diego of the Centennial of Naval Aviation and the year ending events at NAS Pensacola where the Blues performed magnificently. During that year of celebration, there were other events here and there and articles in media trumpeting the great aviation heritage of naval aviation. But then, the year and the events and the publicity seemed to end along with the closing ceremonies. As a naval and Coast Guard aviator as 2011 dissolved into 2012, I recall thinking Americans should be still celebrating and acknowledging the great history of naval aviation from 1911 to 2011.

Now here we are in 2016 celebrating and acknowledging the history of Coast Guard aviation from 1916. Events are scheduled, articles have been or will be written, air show appearances are calendared, and for the first time a CG airframe will be displayed in a National Air and Space Museum for public viewing. There's more, of course, including a fine website, but is all that enough? Are Pteros around the country mostly spectators of all this Centennial attention? Could many more of them, active duty, retired, former and supporters alike actively participate in telling the citizenry of our nation, at the grass roots level, something of what CG aviation has been and is about? How might

we extend Centennial enthusiasm into the next several years? How might we take advantage of opportunities to tell our centennial story to as many citizens as possible in intimate, up close and personal, dare I say in Q and A well after 2016?

In response to those questions, I propose the establishment of a Coast Guard Aviation Speakers Bureau. 'Why,' is obvious to me. I hope to you. As to 'how,' 'who,' 'when,' and 'costs,' I will offer the following.

To start, I have my own amateur-designed powerpoint presentation about CG aviation history which has been updated and crafted for a 30-40 minute presentation to citizen organizations. Military, Church, Civic, School, Retirement Communities, etc. Several years ago I presented a version of this program to several organizations local to my area and was well received, including and I think especially afterward. That program was titled "A History of Firsts." Ptero George Krietemeyer has presented that program, with his own updates and additions. He has been an encouraging resource as I've sought methods of extending the reach of this kind of approach to the public at, again, community grass roots.

So, 'how' to begin is easy. I will gladly donate this program to any aspiring presenter along with a text outline. A presenter need not be a CG aviator or aircrewman, although that could be a plus. Mainly a person familiar with and enthusiastic about Coast Guard aviation. A presenter will need access to a computer and mspowerpoint. Some preparation by a presenter will be necessary, but not a lot. I

will be Semper Paratus to assist anyone interested in pursuing this opportunity. Think about this. We all know Admirals and commanding officers get lots of attention in and from communities surrounding their headquarters/stations. Great. But there are lots of us out in the cities or suburbs or rural areas with access to (maybe membership in) many civic groups that will never see an Admiral or commanding officer. How about you representing our great service generally, and CG aviation specifically, by becoming a presenting member of a CG Air Speakers Bureau?

'Who,' is you, and to start with me. I'm already scheduled to give this program several times in 2016 and will have done so before you read this. 'When' is NOW. 'Costs' can be very, very minimal to begin, and, I believe, not at all insurmountable if the "Bureau" approach catches on and is supported by CGAA.

As 2016 was underway, I submitted this article to the Executive Board for consideration suggesting CGAA encourage the bureau idea and sponsor a professionally developed program similar to and embellishing my powerpoint program.

If you are Semper Paratus to accept the idea of a bureau and might want to be a speaker, let me and/or the Board know. We'll takeoff from there, join up in formation and set cruise power. Captain Ray Copin, USCG (Ret.), CG Aviator 744, CG Helo Pilot 353, Redmond, Washington. [rjcopin@comcast.net](mailto:rjcopin@comcast.net), 425-641-6869, 206-940-6531.





LORAN A? Hauling passengers through WestPac? Etc.  
Early aircraft: PBY-5's, PB4Y-2G's, JRF's, HC-123's, HU-16E's, R5D's, HC-130B/H, H-52's, H-65's. Tell us how the aircraft were configured.  
SAR cases: give us some details on your experiences.  
People: who were they? It's great to see group photos with the names penciled on the front or back.  
History of the Long Range Intercept Guard.  
History of the C-130/P-3 mid-air.  
Opening relations with mainland China on SAR—the late CAPT Kwang Ping Hsu's trip.

Special Ops involving deployed helos.  
These are just a few suggestions. Please copy Jim Morrow at: James.K.Morrow@uscg.mil and Mont Smith at mont68@comcast.net on your emails. Snail mail can be sent to: Mont Smith, 1521 Alexander St., Apt. 1105, Honolulu, HI 96822. Your input will help us to set up meaningful public displays and media outreach in Hawaii.  
Ptero Past Prez Mont Smith, Aviator 1520

### Sikorsky HH-3F 'Pelican' Graphite Original



During my tenth anniversary of serving the men and women of the USCG, I am making some of my past originals available for acquisition on my website. Right now the original graphite is available on acid-free paper. At a great affordable price, the original can be obtained from my studio gallery. There are now prints of this piece so it is very special and there is none other like it. If you would like to order by phone, you can call the studio at (616) 607-6038 M-F 9-5 EST or email at bsnuffer@comcast.net  
Many thanks for your continued support of my work. Stay tuned for more CG pieces during the 100th Anniversary of CG aviation.

Ptero Bryan D. Snuffer, P-3066

### 2016 CG Air Reunion, AKA Cosmic Air

Our 57th Annual Reunion will be held June 13-16, 2016 at the Atlantis Resort and Casino Reno, NV. For further info and/or to get on our email list, contact Roger Schmidt, rogngina@sbcglobal.net or call (925) 548-3256 or contact Linda Ethridge, LEther7294@aol.com (707) 869-0157. All current, retired, or veterans of CG aviation or support personnel, families, or friends are cordially invited to attend.

Ptero Roger Schmidt, P-2729

### Al Zack's Comments About Combat Fatigues in Vietnam

As Paul Harvey said here is the "rest of the story." We arrived at one of the Air Force bases in S. Vietnam. While the rest of the crew were getting the plane ready for a fast departure, in case it was necessary, one of the crewman, who shall remain unidentified, walked up to a Bird Colonel and asked 'Hey Sarge is there anybody here with enough authority to get us some fatigues. We were in Orange flight suits, not a good uniform for the area. The COL puffed up just a bit and made arrangements for us to be issued the whole ball of wax in fatigues. About 3 or 4 months after our return, CAPT Fehrenbacher, informed CAPT Merritt, that he had received an invoice for a lot of clothing, and wanted the Air Station to pay it as ARSB had no interest in buying a few thousand dollars worth of fatigues. (Including the Electronic personnel we had a crew of 12 or 13 people.)

By the way, they were not happy about that.

Ptero Billy Ed Murphy, Av. 826

### Pterogram Sighting



This is a picture of my wife, Sharon, and me in Ocho Rios, Jamaica over Christmas.

Ptero Mikeal Staier, Aviator 3257

**Mail Call!** This issue's mail is brought to you by HH-52A CGNR 1426 aboard a 210 Ft. WMEC. Photo by Ptero Chris Kilgore, Aviator 1906.

### Air War Over Vietnam Symposium

In mid-July 2015, I was honored to receive a request from retired CDR Lonnie Mixon to take his place as the CG Aviation representative at the "Violent Skies - Air War over Vietnam" symposium in mid-October at the National Defense University in Washington, D.C. From the early 1960s through the evacuation in 1975, airmen and aviators of the US Army, US Coast Guard, US Air Force, US Marine Corps, and US Navy traveled to the jungles of Vietnam and its surrounding countries to wage war over their violent skies. The conference was co-hosted and coordinated by five military non profit historical organizations (Army Historical Foundation, Air Force Historical Foundation, Foundation for CG History, Marine Corps Heritage Foundation, and Naval Historical Foundation). Members of each branch, both active duty and retired, comprised a strong core to the nearly one hundred and fifty registered attendees to the symposium.

CAPT Sean Cross, Aviator 3321

### Seeking Stories of CG Aviation in the Pacific

LCDR Jim Morrow, USCG (Asst. Ops.-C130 at CGAS Barbers Pt.) and I are working on historical info (photos, documents, and just plain old stories about CG aviation in the Pacific). We would welcome insight on things such as:

Cosmic Airlines-when did it get that name and what was the nature of the logistics support? Building/re-supplying



## Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2015 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

### Honor Graduate

AET3 Christian C. Goodwin  
AMT3 Nicholas R. Fuist  
AST3 Graham R. Smith

### Assignment

Port Angeles  
Barbers Point  
Corpus Christi

### Honor Graduate

AST3 Cory D. Bridges  
AET3 Joshua M. Ke

### Assignment

Humboldt Bay  
San Francisco



## 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!!!**

### CG Aviator Nr.

4613 Daniel F. Symansky  
4615 Christopher H. Smith  
4617 Kyle A. Murphy  
4619 Abigail T. Wallis  
4621 Christopher M. Monacelli  
4623 Rebekah S. Haba  
4625 Caleb W. Wadsworth  
4628 Brian C. Muldoon  
4630 Michael J. Gonzales

### Assignment

Atlantic City  
Miami  
Astoria  
San Diego  
San Francisco  
Elizabeth City  
Port Angeles  
Houston  
Miami

### CG Aviator Nr.

4614 Rachel L. Rychtanek  
4616 Carter T. Schlank  
4618 Kimberly A. Wood  
4620 Blake J. Morris  
4622 Nicholas S. Zablotny  
4624 Samuel H. England  
4627 Kyle D. Johnson  
4629 Kevan Stoeckler

### Assignment

Detroit  
Clearwater  
Cape Cod  
San Francisco  
Clearwater  
San Francisco  
Clearwater  
Port Angeles



### WINGMAN FROM 15

as the aircraft came to a halt in a hover ten feet above the asphalt, then air-taxied to the touchdown spot.

All gathered around outside one helo as Bob continued to shoot footage and we engaged in post-flight banter. It was only then I learned that the pilot flying the lead was not the aircraft's owner but one of our "stars," Commander Stewart R. Graham, USCG (Ret), Coast Guard and Navy helicopter pilot number two—designated helicopter pilot on 20 October 1943. Sixty-three years later, I had the esteemed honor of being wingman to Stew! Later I determined that between us on that day, we had over 123 years of flight experience. Sergei Sikorsky, (Igor Sikorsky's son) the other "star" in our film, was passenger in the helo along with Stew.

And I was wingman!



### Ptero Tom Beard, Aviator 1104, Receives Literary Award



The Naval Aviation Museum Foundation has announced that Retired-LCDR Tom Beard is recipient of the Foundation's 2016 Arthur W. Radford Award for Excellence in Naval Aviation History and Literature. Beard, a Naval Aviator who served in both the Navy and the CG, was recognized as editor-in-chief for the three-time award winning book,

*The Coast Guard*, author of *Wonderful Flying Machine*, and has co-authored or edited several other books. He has published more than fifty magazine and journal articles, and has written, edited and contributed to the production of Television documentaries. He is recipient of two previous awards for his work.

Tom is a graduate of Evergreen State College, and holds a M.A. from Western Washington University. A Navy attack pilot, Beard joined the CG after ten years of naval service and continued flying with the CG, and holds single and multi-engine, land/seaplane, and helicopter ratings, logging more than 7,000 flight hours. Tom is an avid sailor, holding a CG Master's license and cruised more than 160,000 miles nearly circumnavigating the earth twice, all the while continuing his writing.

The Radford Award will be presented at the Foundation's annual symposium, at the National Naval Aviation Museum in Pensacola, 4-6 May.





**Dues are tax deductible**

## CG Aviation Association Multi-mission Form

### Apply for or Renew Membership / Update Data

☐ New Member ☐ Renewal ☐ Update Information

Name \_\_\_\_\_ Rank/Rate \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

CHECK BOX(es) IF Spouse, Phones or Emails **NOT** to be listed in Directories

Spouse: \_\_\_\_\_ ☐ TP Res. ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

Email Res. \_\_\_\_\_ ☐ TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

Email Work: \_\_\_\_\_ ☐ TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_ ☐

#### Sign me up for:

☐ Life Membership **\$250** (includes a Ptero Pin)

☐ Annual Membership **\$35** (*Active Duty \$20*)

For many years, the “Ptero Store” has operated out of Ben’s basement, making an annual appearance at the Roost and filling the occasional mail order. The Centennial of CG Aviation has increased the products available in the store, and the number of orders per day.

To keep up with demand, the new Ptero/Centennial Store has been moved to an online specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia representing the “Pilots”, “Aircrew”, and “Rescue Swimmers”, can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the “Store” tab at either <https://aoptero.org/> or <http://centennial-cgaviation.org/> and you can even pay by check if you don’t like using credit cards on the internet.



Feb 2016 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: \$

### AirSta Sacramento Celebrates Elmer Stone's Birthday

By CO Ptero Doug Nash, Aviator 2862

Air Station Sacramento celebrated the Centennial of CG Aviation on 22 January by hosting seven former AirSta CO's

who have chosen to live out their years under the umbrella of freedom that only the alumni of the mighty Hercules can provide. I helped these retired Air Sailors recharge their collective CG aviation chi by taking them on a tour of the newest Sacramento Terror Killer, the C-27J, unpainted and, as yet, unanointed of the greatness that Sacramento will be proud to bestow on the type as the first operational unit. From Goat, to Herc, to Spartan, eight CO's celebrated 38 years of



CAPT's Mike Eagle (top L) #14, Av. 3082, Ptero Doug Nash #15, Ptero George Heintz #12, Av. 2220, Ptero Steve Delikat #11, Av. 2152, Billy Slack #10, Av. 1800, Kirk Colvin #6, Av. 1432, & Pteros Gerald Mohlenbrok #2, Av. 951, & Dick Green #1, Av. 828.

beautiful history in the roost of the finest Pterodactyls-JO's hid in fear as plans were hatched for celebrations, fun runs, and Ptero membership drives; career advice flowed like the finest wine; the beartrap of history was celebrated by former CO's, and JO's gnawed their arms off to escape to the aircraft to create more history. History and brotherhood flowed like motor oil, black against a dark sky.

We celebrated Archie Stone's birthday with ice cream cake. And beer. And JP-5. We backed a Herc up to the window, set 19,600, and opened the window and breathed deeply. We went home that night walking taller, challenging those narco terrorists who would dare to become a TA on our TCAS. RAs summarily dispatched for the sake of justice and righteousness. The way the man would have done it himself. We Sacramentoans proudly continue the traditions of CG Aviator #1 with pride, professionalism, and family.

The Ancient Order of The Pterodactyl  
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Woodbridge, VA 22192-7465

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Air Station Miami Celebrates 50 Years  
at Opa Locka [See Story on Pg. 12]

MAIL Pg. 17

**THAT'S NOT ALL !!**



CG Aviation Centennial 'Challenge Coin' and other neat stuff now  
available for purchase at the new 'Ptero Store' location on-line  
[See Pg. 19]



CG Air Station Astoria received a yellow-  
painted MH-60 Jayhawk helicopter at its  
base in Warrenton on Jan. 15, in celebration  
of 100 years of CG aviation.



HITRON Jacksonville's 'Reaper' Tail Art,  
[See Pg. 13]