



# PTEROGRAM

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

Sitrep 1-19 Spring 2019

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

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LT Luke Christopher, Aviator 16,  
Enshrined in CGAA Hall of Honor and  
Hurricane Harvey Response Awards  
Presented at ATC Mobile



CGAA Ancient Al and Vice-commandant ADM Charles Ray, Aviator, 2311, installs LT Christopher's plaque on 16 October.

[See story on P.4 & related story on P. 1 of Pterogram 3-18...Ed]

Pforty-third Ptero Roost  
Slated for Clearwater, FL



Our annual gathering honoring the CO CAPT Joseph T. McGilley, Aviator 3319, and the men and women of Air Station Clearwater will be held on 5-8 November at the Sheraton Sand Key on Clearwater Beach. The Roost Core Committee (Pteros Mark D'Andrea, Aviator 2359, Alice D'Andrea, Mario Vittone, RS-368, Myra Merta, & Pam Gunn), have planned an outstanding Roost, in the warm south AFTER hurricane season, chock full of celebrations and local excursions! Please see Page 6 for the hotel registration info.

**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 2019, 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.  
**MOVING?? Please let us know.**

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(404) 443-4936

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Correspondence may be sent to: AOP  
P.O. Box 940  
Troy, VA 22974

or

Editor, Pterogram  
4816 Powder House Drive  
Rockville, MD 20853  
Email: SEGGoldhamm@aol.com

## A Message from 2799 (CGAA/AOP President):



From the President: I applaud all of the aviation units that launched events to celebrate 75 years of helicopter heroism, many inviting local Pteros to participate. The pictures you submitted reflect genuine spirit and pride. I also thank our members who contributed to calls for end-of-year donations. These funds will help us properly recognize Frank Erickson (posthumously), celebrate several pioneer women in aviation, reflect on 20 years of game-changing HITRON operations, highlight Elmer Stone's role as pilot on the first successful transatlantic flight a century ago, retire our Enlisted Ancient Albatross in style, and sponsor an epic Roost in Clearwater - a very big deal! I can only hope we finish the shutdown checks soon. When I joined the team I wished it would pay the same as my day job, and I got my wish. It also allowed me to work with some true patriots of aviation, your Executive Board. They have a busy and meaningful agenda for 2019 that'll make you proud to be a Ptero.

Fly Safe, Mike



CG Aviators celebrated Elmer Stone's Birthday on 1/22 at CGHQ. Photo submitted by LCDR Ryan Lampe

## Taps

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

Richard L. Trevallee, P-2366, 6/17/18

Thomas A. Aydeloette, P-2314, 7/21/18

Roger H. Leave, P-2255, 7/1/18

Billy E. Richardson, 745, 10/22/18

Anthony R. Adams, 1129, 11/15/18

Merrill K. Wood, 700, 11/26/18

Alan Sine, 1955, 12/2/18

Martin J. Nemiroff, P-2974, 11/28/18

Joseph (Jay) Oskolski, 1288, 12/6/18

Emily Roughgarden (Spouse of Ptero Ken Roughgarden), 871, 10/13/18

Joe Poteat, 1298, 10/25/18

## New CGAA Members Since 10/1/2018. Welcome Aboard!

VADM Daniel Abel	2445A	Life	Theodore Borny	4679	
Shairrie Van Duzer	P-4972	Associate	Patrick Moran	P-4973	Associate
John Manganaro	P-4974	Associate	W. Jay Palmer	P-4975	
Kay McGoff	P-4976	Associate	Lawrence Galiano	P-4977	Associate
Michael P. Lovett	1409	Life	Joshua Epstein	P-4979	
James A. Rader	4506		Mark Perni	P-4982	Life, Associate
Vincent Matsui	P-4983	Associate	Kelly Dunn	P-4988	Life
Rebecca E. Roberts	P-4996		Scott Kaufman	P-4981	Life, Associate
Lacey Coleman	P-4997	Associate	Shawn Lansing	RS-369	
Ted Hinds	P-4999	Life, Associate			



## 75th Anniversary of Naval Helicopter Aviation Celebrated at Many Venues

The Navy formally designated October 16th as the official birthday, but failed to highlight that it was based on our own LCDR Frank Erickson's, Aviator 32, first flight. Erickson's crewman was AMMC Oliver Berry, and both of these icons have already been honored by induction into the USCG Aviation Hall of Honor.

The DC Happy Hour at the 'Due South' pub was a kick, with a balanced mix of HQ active duty aviators and Pteros. Ptero Past Prez Mont Smith, Aviator 1520, shared rare historical insights with the young folks. Two Sikorsky representatives also attended and distributed Sikorsky souvenirs.



CDR Frank Erickson, Aviator 32, CG Helo Pilot #1, and HNS-1 040, the first CG helicopter.



Air Station Sacramento paid honor to 'the real heroes of CG Aviation with three of their former helo pilots' and included the one small H60 they had in a display case. Former helo heroes – LT Justin Aaronson (L), LCDR Matt Hunt, & LTJG Ben Fizzell. Paying respect – LT Megan O'Connor (L), LCDR Nick Noyes, LCDR Anthony Martinez, LT Andrew Kauffman, CAPT Roy Eidem, LT Allison Middleton (married to a CG helo hero), LT Jon Eggezeino, LCDR Bryce Ettestad, CDR Pete Igoe & LCDR Zach Huff.



CO Ptero CDR Brian Erickson, Aviator 3510, and the members of Air Station Savannah, "The Low Country Lifesavers" celebrated with a cake.

AirSta Borinquen CO Ptero CAPT Keith Overstreet, Aviator 3227, and his crew celebrated 75 years of Naval R/W aviation --two days late --with VCG Ptero Ancient Al ADM Charlie Ray, Aviator 2311, and the most recently minted H-65 Basic Aircrewman, AET3 Rodolfo O. Fullerton and his family over some delicious cake and cold beverages in the Pelican Pub. A pretty cool historic stake in the ground for the helo bubbas.



CO CDR Harper Phillips, Aviator 3509, and the crew of Air Station New Orleans formed a '75' to celebrate the anniversary.



The Traverse City CGAA contingent celebrated at Nolan's Cigar Bar on Front Street in Traverse City. Cigars were smoked and a few beers hoisted in toast to Frank Erickson and all of us who are or have been associated with CG Helicopter Aviation. Nolan's is right down the street from the "Guardian" Monument dedicated to the men and women of the CG. From Left to right: Pteros Tim Goldsmith P-3270, Tom Haase 1948, Mark Benjamin 1665, Dizzy Dalzell ASMCS (Ret), & Larry Manthei 1719.



CO Ptero CDR Jared E. King, Aviator 3506, and the CGAS Detroit wardroom celebrated the 75<sup>th</sup> Anniversary of CG Helicopter Aviation on 16 October. They advertised the significance of the day to the crew and then followed it up with aviator stories over beverages. The first picture was taken in their wardroom and the second at the Brown Iron Brewery which is conveniently located not too far from base.



## LT Luke Christopher, Aviator 16, Enshrined on CGAA 'Wall of Honor' & CG Aircrews Honored at ATC Mobile for Performance in 2017 Hurricane By Ptero Past Prez George E. Krietemeyer, Av. 913

ADM Charles W. Ray visited Aviation Training Center, Mobile for briefings, updates and award presentations on 16 October, 2018. He timed his visit to coincide with the exact date that LCDR Frank Erickson test flew and accepted the first helicopter for the US Navy seventy-five years ago.

At 0830, he presided over the induction of LT Luke Christopher into the CG Aviation Hall of Honor. Ptero Past President, CAPT George Krietemeyer provided insight into the history of the Hall of Honor which was initiated and established by CAPT (later VADM) Richard Herr in 1986. CAPT "K" point-

ed out numerous Frank Erickson artifacts and mementos including his CG Academy Class of 1932 ring and his WW II medals which were recently collected and displayed by the CG Aviation Association. Over 40 Coast Guard aviation personnel's names, photos and short biographies are proudly displayed on 20 plaques which hang in the main entrance to Erickson Hall. All of this is provided by CGAA.

At 0900, ADM Ray presented 17 Air Medals and 5 Meritorious Service Medals to Hurricane Harvey Heroes stationed at ATC Mobile. Air Medals were presented to LCDR Joseph Semke, Aviator 4230, LCDR Robert Lokar, LCDR Ian Groom, LCDR Katherine Pekly, LCDR David MacCaferri, Aviator 3841, LT Charles Whitesel, Aviator 4342, LT Daniel Cloonan, Aviator 4415, LT Caleb Peacock, Aviator 4458, LT Rachel Quatroche, AST1 Craig Powers, AST1 Dennis Arnold, AST2 Steve Wiggins, AET1 Ben Graff, AET1 Samuel Haley, AET2 Nick Bryant, AET2 Ora Williams, and AET2 Dylan Welter. Meritorious Service Medals were presented to ATC CO Ptero William Sasser, Jr., Aviator 3197, Ptero CDR Ian Bastek, Aviator 3479, LT Nathan Shakespeare, Aviator 4274, Ptero AMTCM Wesley Powell, P-4491, and CSC Craig Edsall. Hurricane Harvey, a storm of historic proportions, swept through the Caribbean and into the Gulf of Mexico, making landfall on 25 August, 2017 in the vicinity of Port Aransas, TX, flooding them with over 33 trillion gallons of rainwater causing



\$80 billion in damage, destroying thousands of homes, and leaving more than 32,000 people displaced. Over 70 people lost their lives to the storm. The citations can be found on the CGAA website under Roll of Valor.

The USCG conducted 7,966 rescues, saved 10,953 lives and responded to over 3,000 requests for aid, assistance and medical emergencies and provided critical support to state and local authorities. In addition, damage from the storm caused the release of 560,000 gallons of crude oil, gasoline, saltwater and other contaminants spilled from wells, pipelines and storage tanks into coastal and inland waters. The CG responded with over 2,060 people, 50 aircraft, 29 vessels and 75 shallow water boats.

*Congratulations!*



CAPT SASSER (L), LCDR MACCAFERRI, LCDR GROOM, AST1 WILLIAMS, AET2 ARNOLD, & ADM RAY



LCDR SEMKE (L), AST1 POWERS, AET2 BRYANT, LT WHITESEL, & LT QUATROCHE



CAPT SASSER (L), CDR BASTEK, LT SHAKESPEARE, AMTCM POWELL & CSC EDSALL



## Ancient Al #25 Letter to Pteros



Greetings, Pteros. On January 22<sup>nd</sup>, Coast Guard Aviators assigned to Headquarters gathered together to commemorate the birthday of Coast Guard Aviator #1, Elmer Stone. Granted special dispensation by the Vice Commandant, most wore their flight suits as the uniform of the day and the age old, good natured, heckling between the non-aviation Coasties and our aviators could be heard through the halls of headquarters and in the various meeting rooms throughout the day.

Given Government shutdown, the “ceremony” was a bit subdued. How-

ever, the camaraderie of the “staff bound” aviators was evident and it was an honor to circulate among them and see the pride they have, the same pride we’ve all experienced, at being the best at what we do, in the world.

While we were gathered, we also were introduced to the latest in Coast Guard aviation capability, a small, hand launched, quad-copter drone with a camera installed. A lucky few of us had the opportunity to fly the drone in the ceremonial entrance to headquarters and there were no mishaps. These drones are the most current operational assets in a rapidly developing aviation capability that is being deployed across our Service. Capitalizing on FAA Part 107 regulations, finalized in August 2018, our Office of Aviation Forces deployed quad copter drones to seven operational units.

The response to and adoption of this relatively simple and inexpensive technology has been remarkable. Aids to Navigation teams have found them especially effective in providing rapid response to ascertain aid status and to look for evidence of pollution. Sector Commanders have employed them to improve operational situational awareness across their mission sets. Likewise our

Civil Engineering community has employed them to survey post storm damage and to determine the status of fixed aids to navigation.

Lest you Ptero’s think I’ve lost it and am contributing to the demise of manned aircraft; nothing could be further from the truth. Rather, our aviators are demonstrating the agility and procedural expertise to apply newly developing capability to common operational problems. In doing so, they’re freeing up manned assets for those missions where there is no substitute for the judgement and decision making of a well-trained aviation crew. According to LCDR Ryan Lampe, the program manager for our UAS program; who has been working to meet the growing demand, “There isn’t a single rate, or single mission in the Coast Guard that couldn’t use this for something...” I believe Elmer would be proud of our current contributions.

Semper Paratus!

ADM Charlie Ray,  
Aviator 2311



## Enlisted Ancient Al #11 Report to Pteros



Greetings from the Enlisted Ancient Albatross! I want to wish you all a Happy New Year. So far with the government in a partial shutdown it has been an interesting and challenging 2019. However, I want to report that as 2018 was coming to an end I had two outstanding opportunities to represent the CGAA as the Enlisted Ancient Albatross. On November 9th I attended the CG Air Station Houston Hurricane Harvey Awards Ceremony and Banquet. It

was an outstanding event that was held at the Lone Star Flight Museum in Houston, TX. Rear Admiral Paul Thomas, the Eighth District Commander, and Sylvester Turner, the Mayor of Houston, attended. They did an outstanding job recognizing their people. [See photos in related article on P. 14...Ed]



Earlier in the day, before the ceremony started, I visited the Museum with Air Station Houston’s Command Master Chief Scott Loska, to check on the setup for the Ceremony. We decided to take a quick tour of the Museum and in the process, we struck up a conversation with some museum aircraft maintenance personnel. This conversation turned into a personal tour of the interior of a B-17 ‘Flying Fortress.’

On December 21, just prior to the government shutdown, I traveled to Elizabeth City, NC to attend a rare AET, AMT, and AST A School triple graduation on the same day. AST Class 130-19 graduated first, in a separate ceremony, which ASTCM Kelly McCarthy (AST RFMC) and I both par-







newest enlisted Coast Guard aviators to interact with the senior enlisted Coast Guard aviator. As always, I am honored to represent the Ptero's as the Enlisted Ancient Albatross! Ptero Kit Harris, P-4427



participated in. The AST graduation ceremony has an interesting tradition, where all of the available ASTs on the Elizabeth City campus attend the graduation. They show up to welcome the new AST graduates into the AST rating.

Immediately following the AST Ceremony, I participated in the joint A School Graduation of AET Class 109-19 (Tropical Blue) and AMT Class 148-19, (Winter Dress Blue) allowing the



## Pforty-third CGAA Roost Heads to Clearwater

By Ptero Mario Vittone, RS-368

Calling all Pterodactyls – Fly South to gather at the #1 Beach in the USA – November 5-8<sup>th</sup>, 2019.

The hotel is set, the events are planned, and the fine men and women of Air Station Clearwater – and all local CGAA members – are standing by to host the this year's symposium.



The annual Pterodactyl Roost will convene on sunny Clearwater Beach at the Sheraton Sand Key Resort. This year's committee has worked hard (and fast) so you'll have plenty of time to plan for the sun, fun, and comradery of Ptero Roost 2019.

The Sheraton Sand Key is located on

13 acres of pristine white-sand beach with a beautiful pool, tiki-bar and great restaurants. The Clearwater area provides activities to fit everyone's tastes. And with downtown St. Petersburg and Tampa a short ride away, there will be plenty to do (and not do) as you are as busy, or as relaxed, as you like under the clear skies and 70 to 80 degree weather the area is famous for in the fall.

The core committee - Mark D'Andrea, Alice D'Andrea, Mario Vittone, Myra Merta, and Pam Gunn – have arranged everything including a lunch cruise, a golf outing, a day trip to downtown St. Petersburg to take in the sites, and other social events to connect with new friends and visit with old ones.

As always, the annual business meeting will be capped off with an outstanding awards banquet where we'll honor today's finest. To close out the event, we'll rub elbows with the fine men and women of Air Station

Clearwater and tour the unit and connect the past of CG Aviation with its future. Please join us in Clearwater later this year!

For more information and to register for the 2019 Roost, visit the CGAA website at <https://aoptero.org>

## "Ace" By Ptero John Lewis, Aviator 1140

Sam could have been a flying ace; he was that good, and everybody knew it. Sam, too. A good 'stick and rudder' man is the way other pilots refer to them; or just 'good sticks.' It means the same thing; a 'seat-of-the-pants' pilot, a natural. Whatever you call them, Sam was one of them.

I could imagine him up there, shoving the throttles forward on his Wasp engine, coaxing 2,000 screaming horsepower to send his Hellcat into a shrieking power dive, hurtling down out of the tropical Pacific sky, six wing-mounted fifty calibers pounding fire and destruction into the enemy fighters. Sunlight dazzles, flashes, and blinds; sky and water collide and set the horizon spinning away like a giant pinwheel. And there'd be Sam, sitting there in his cockpit, watching with those crazy eyes as the world explodes around him, and laughing as men and machines go tumbling broken and dead to splash white in the eternal blue sea.

Yeh, he could have been an ace, but he was born twenty years too late. By the time Sam was old enough, they were flying jets; and when men began to fly jets, a curious thing began to happen. Along with these sophisticated new airplanes came something that, up to that time, pilots hadn't been much concerned



about: discipline. It took discipline to fly all this modern technology. Ground controllers began more and more to direct the action and the pilot became just another link in a complicated electro-mechanical system. Everything was canned now, and, if you wanted to fly jets, you'd better learn to stay in the can.

Discipline. Sam didn't have any. And so, he never got to be an ace. He never flew his screaming Hellcat down the heroic corridors of the South Pacific. What Sam flew was helicopters; shuddering s—houses, frustrated palm trees; everybody had a name for them, nothing very complimentary, no terms of endearment. Even helicopter pilots don't seem to like these conglomerations of moving parts. You never hear a copter pilot talking to his 'bird' the way airplane pilots do. They feel about their contraptions kind of the way a disabled person might feel about his wheelchair; not very glamorous, but it gets the job done.

A person might wonder what someone like Sam was doing flying helicopters. For one thing, it doesn't take much discipline; sort of like riding a dirt bike. Another thing is that Sam knew helicopter flying is where the action is. When there's no war going on, the fighter and bomber pilots don't really have much to do except for playing war games. It may be exciting, but it's not real. Flying helicopters for the Coast Guard is real. Sam liked that; if you can't blow people into the sea, why not save them from it? That's what Sam was doing out here tonight; or at least he was going to try.

The flashing red light of his rotating beacon disappeared as he flew into a cloud bank. Just to be on the safe side, I gave him a call on the radio. 'How's it going, Sam?' 'Good enough. Same problem with the helo, though.' I smiled to myself. 'Too bad; I just had a cup of hot coffee and am going to step back to use the relief tube.' 'Nice guy; thanks a lot, buddy.'

The problem Sam had was based on two things: He'd been swilling cups of black coffee while we were planning this mission, and the helo he was flying didn't have a relief tube. For people not familiar with it, the relief tube is a funnel and hose arrangement that vents overboard for physiologic purposes. Its inventor has been lost to aviation history, but he's been cursed and blessed by generations of pilots. Cursed because the thing can, and often is, so diabolically mounted as to require unnatural contortions in order to realize its obvious benefits. Then too, ground crew

take inordinate pleasure in shoving wads of chewing gum in the overboard vent, an unhappy situation to be discovered only when the pilot or aircrewman finds the small, hand-held funnel filled, quite prematurely, to the brim; a circumstance, if there be such a thing, of hilarious pathos. Pilots praise them, if they be working properly, because, all-in-all, it's far better to have one on board than not to have one, which was Sam's immediate situation. The HH-52A Sikorsky helicopter—the kind Sam was flying—usually flew for only about two hours, so perhaps the designers had decided a relief tube was not really necessary.



But, if you took a lot of equipment out, such as radios, radar, and navigation electronics, you could put more fuel in and fly a lot farther. That's why Sam was flying a stripped-out helo tonight and why I was escorting him with a Grumman Albatross, taking care of communications and navigation as we made our way south just off the desolate west coast of Mexico's Baja Peninsula. Flying at 3,500 feet, we were between ragged layers of clouds. A light rain obscured our vision and made it difficult to keep Sam's helo in sight. His red-flashing beacon came into sight again as he emerged from the cloud bank and I relaxed a bit. It wouldn't do to lose sight of him for too long. We'd have a hard time relocating him in this weather and, even though he was compensating for the cross-wind, the slow-flying helo could very easily be carried by the strong west wind into the mountainous terrain off to our left. One of our best operators was manning the radar and he kept us well clear of the coastline and vectored us around the heavier cloud build-ups. But, he could only occasionally pick out the faint blip of the helo even though we were within a mile or two of him, so we had to maintain visual contact with Sam.

We made long, lazy-8 turns in order not to overfly the helicopter. We were flying about as slow as we could and the big Cyclone engines loafed along using a minimum of fuel—less than 450 pounds per hour—and, with 6000 pounds remaining, we could easily have flown till noon the next day. But not Sam. We'd known it was going to be close from the beginning, when the call had first come in asking us to evacuate a heart attack

victim from a 35-foot pleasure craft, the Valhalla, anchored behind Isla Martin, a small island off the west coast of Baja and almost 200 miles south of San Diego.

When I first looked at the situation, I figured we'd never be able to do it; that, even stripped out, the helo would never be able to carry enough fuel to make it all the way down there, hover over a boat for five or ten minutes to host the victim, and then fly all the way back to San Diego, and there sure weren't any gas stations down in that forsaken area of the world. And even if we decided to

try it, how would Sam be able to find his way down through the clouds and rain to locate the Valhalla? But Sam was already making plans and, although he was trying to act calm and cool, I caught an occasional glimpse of that wild look in his eyes. He directed stripping and fueling of the helo, checked and rechecked the charts for distance and courses, computed specific ranges and fuel flow. Man, I was really impressed. You hardly ever saw Sam plan anything; he usually just played everything by ear. He always put me somehow in mind of a gigantic fireworks display, the finale of which has gone completely haywire. He'd go off in all directions at once, an explosive force with no discernible organization. He was the same way when he flew; that's why a lot of the young pilots were afraid to fly with him. There's a very indistinct line between bravery and foolhardiness; many believed that Sam was well over the line and was bordering on crazy. It was easy to understand, I thought, as I watched him go about his planning.

Sam was a powerful man, although you'd never know it at first glance. He was of medium build but stood well-balanced on the balls of his feet, his legs slightly bent, as if he were constantly ready to spring into action. Thinning blonde hair, combed straight back from a large forehead, hinted at Nordic ancestry, as did his fair complexion and long, handsome face. When he laughed, his lips pulled straight back to expose straight, even teeth and a low, rumbling, chuckle erupted from somewhere deep inside, while his blue eyes, rather than squinting with merriment, would open wide, forming almost perfect circles, like a polar winter sky glimpses through an ice cloud. His surname, though, gave no hint of his origins: Mesame. Sam Mesame. 'Rhymes with Sam,' he'd say. So that, when you said it fast, it came out sounding like Sam-Sam. The junior officers had embellished that a bit, too, but were careful [See 'Ace' on P. 13]



## Pritchard and Bottoms—Last of the Coast Guard's MIA's

By William H. Thiesen, Ph.D., Historian, Coast Guard Atlantic Area

Like many selfless Coast Guardsmen, LT John Pritchard and Radioman 1/c Benjamin Bottoms went in harm's way to save lives only to sacrifice their own. "Johnny" Pritchard graduated from the Coast Guard Academy in 1938 and earned his wings at Pensacola Naval Air Station in 1941. His initial tour of duty began in Miami before the Service re-assigned him to the cutter *Northland* on the Greenland Patrol.



LT John Pritchard in his formal service portrait. (USCG)

Born in Georgia, Benjamin Bottoms enlisted in 1932. In a year, he received assignment to the Service's Communication Division and became a radio operator on board East Coast cutters. He was first assigned to the aviation branch at Salem Air Station, in Massachusetts, and



Radioman Benjamin Bottoms in a posed photo prior to his assignment to Cutter *Northland* and her Grumman J2F "Duck" amphibian aircraft. (Family of Olga Bottoms Richardson)

joined Cutter *Northland* as an aircraft radioman in early 1942.

During World War II, the Coast Guard ran the Greenland theatre of operations. It was one of the war's deadliest battle-grounds, where men fought not only the enemy, but the elements as well. The Greenland Patrol's conditions included heavy seas, severe cold, gale force winds and whiteout conditions. In this dangerous environment, Pritchard and Bottoms manned the amphibian aircraft on board Cutter *Northland*, which patrolled the east coast of Greenland.

Late in 1942, during Pritchard and Bottoms' first deployment on board *Northland*, the cutter received word that a Royal Canadian Air Force bomber had crash-landed on the Greenland ice cap. Pritchard volunteered to lead a search party to find the Canadian bomber's three survivors. On Monday, November 23, 1942, he led a party 2,000 feet up the coastal mountains to the ice cap and traversed the heavily crevassed ice at night using a flashlight to guide him. Later that night, he found the exhausted Canadian flyers and brought them back to the *Northland*. For leading this search and rescue effort, Pritchard received the Navy & Marine Corps Medal, the highest recognition for a wartime rescue mission.

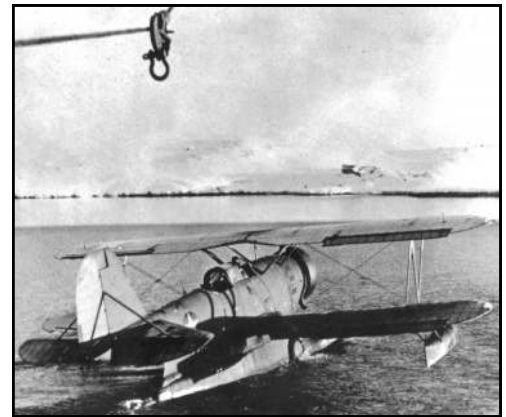


Pritchard on deck of *Northland* awaiting deployment of his Grumman "Duck" amphibian aircraft from the cutter. (USCG)

Earlier the same month, a U.S. Army Air Corps C-53 transport aircraft had also been lost on the ice cap. On November 9, a B-17 Flying Fortress took to the skies to find the missing aircraft. Weather conditions and poor visibility forced the bomber to crash land on the ice cap. Searches for the C-53 transport proved fruitless, so

search efforts began to focus instead on the downed B-17 and its nine crew-members.

On November 28, within days of his successful rescue of the Canadians, Pritchard, along with Bottoms, departed *Northland* in the cutter's J2F Grumman "Duck" to search for the B-17. In a few hours, they had located the crash site, landed on the ice near the Flying Fortress and hiked two miles back to the B-17 testing the crevassed ice with a broomstick. Pritchard and Bottoms took two of the bomber's crew and escorted them over the dangerous ice to the Grumman Duck. Pritchard decided to evacuate the rest of the crew two at a time in a series of roundtrips back to the cutter. By the time the Duck returned to *Northland* that evening, the cutter had to use her searchlights to light the way home.



Pritchard's Grumman Duck in the icy waters of Greenland before taking flight on his final rescue mission. (U.S. Coast Guard)

On Sunday, November 29, Pritchard and Bottoms landed once again on the ice near the downed bomber. By coincidence, an Army rescue party using motor sleds had approached the crash site at the same time Pritchard landed. However, before the Army party arrived at the B-17, one of the motor sleds broke through a snow bridge into a crevasse dragging an Army officer into the bottomless fissure below.

After Pritchard and Bottoms made their way from the Duck to the downed bomber, fog began to surround the area and visibility worsened. Pritchard decided to return to *Northland* for men and equipment to help find the missing Army officer. One of the B-17 survivors joined Pritchard and Bottoms and the three walked back to the Grumman J2F. They took-off and flew into the cloud cover. As the dense fog and blowing snow closed in, Radioman Bottoms' transmissions to *Northland* grew weaker, then were lost altogether. That was the last anyone heard from the Grumman Duck.

For a second time, the rescuers had become the victims. Over the next month, *Northland* sent out several un-



successful parties on foot to locate Pritchard's crash site. Four months after Pritchard's disappearance, an Army Air Corps plane spotted the crash site of the J2F Duck, but no recovery expeditions deployed. Meanwhile, treacherous ice and weather conditions postponed evacuation of the B-17 crew. However, in the spring of 1943, a Navy PBY "Catalina" flying boat repeated Pritchard's daring feat of landing on the ice cap using its floats to rescue the bomber crew.

For his air rescue of B-17 crewmembers, Pritchard and Bottoms posthumously received the Distinguished Flying Cross, although some believe they deserved the Medal of Honor. In early 1943, head of the U.S. Army Air Corps, Major General George Stratemeyer, contacted the commander of the Greenland Patrol commending the efforts to rescue his downed aviators writing "*The tragic loss of Lieutenant John A. Pritchard, USN, and Radioman Benjamin A. Bottoms, USN, will be remembered as part of a great act of heroism. Their sacrifice in the performance of duty comports with the highest traditions of the Armed Services.*"

In 2009, an expedition traveled to the east coast of Greenland to locate the crash site of Pritchard's aircraft. The expedition proved unsuccessful; however, in later years, a number of follow-up expeditions were launched to locate the crash site. The burial of the aircraft under seventy years of snowfall and the movement of the ice in which it is embedded have hampered these search efforts. The story of Pritchard and Bottoms and the attempts to find them served as the focus of the 2013 bestseller *Frozen in Time*, by Mitchell Zuckoff. In 2014, the CG Academy inducted Pritchard into its Hall of Heroes while Bottoms has been honored as the namesake for a new Fast Response Cutter.



The 2009 Pritchard search team on the ground in Kulusuk, on the east coast of Greenland, not far from the crash site of Pritchard's aircraft.  
(U.S. Coast Guard)

The horrendous air, sea and ice conditions experienced by Coast Guard personnel in the Greenland Patrol were arguably the deadliest environment experienced in World War II. Lt. John

Pritchard and Radioman 1/c Benjamin Bottoms battled those epic conditions while fighting to save stranded and suffering aircrews. Despite valiant efforts to locate Coast Guard heroes Pritchard and Bottoms, they remain among the Service's last MIA's. They were members of the long blue line and their story is one of the U.S. Coast Guard's finest examples of self-sacrifice and devotion to duty.



The frozen terrain in which the remains of Pritchard, his crew and the Grumman Duck have been preserved for over seventy years.  
(AMTCM John Long, USCG ret.)

### Sector Humboldt Bay Holds Memorial Service for HH-52A Crew Lost in 1964 By CCGD11 Public Affairs



On 21 December, Sector Humboldt Bay held a memorial service to honor the crew and passengers of HH-52A CGNR 1363 that crashed in a severe storm during a rescue operation on 22 December 1964. An Air Station San Francisco-based crew consisting of LCDR Donald Prince, Royal Canadian Navy Sub-LT Allen Alltree, PO2 James Nininger, Fr. And Bud Hansen, a citizen volunteer, were honored during the ceremony.

The crew was dispatched to Humboldt Bay to assist with evacuations, as roads were closed from flood damage. At 2:48 P.M., the helo arrived in the Humboldt Bay area where Hansen, local resident, volunteered to join the crew to help spot flood survivors and orient the crew to local landmarks. The crew began evacuating people from rooftops and flooded areas, ultimately saving 10 lives.

At 6:03 P.M., weather conditions worsened and the Arcata Airport Flight Services Station received a call from the 1363 which was trying to land with three rescued people

aboard in low visibility and high winds. About eight minutes before the radio call, the airport had lost power, disabling the radio navigation beacon to navigate to the airport. FSS instruments indicated that the 1363 was NW of the airport. The controller continued to radio the pilot directions to help him land. The pilot reported that he was at 1,000 feet and asked if that altitude would clear all obstructions along his path to the airport. The FSS controller replied that 1,000 feet might be inadequate due to high terrain just east of his bearing. A citizen living 12 miles north of the airport along the coast reported seeing a helo about a mile offshore and heading south. FSS attempted to relay the report to the pilot but was unable. Repeated calls to the 1363 were met with silence.

The following morning, a search team of two CG aircraft and Humboldt County Sheriff's deputies began searching for the lost aircraft and crew. Over the next few days, a robust ground party of 200 searchers, with the addition of U.S. Navy personnel, Georgia-Pacific employees, and other California military reservists searched the forests during dangerous weather conditions without success.

Three days after losing contact with the 1363, a U.S. Navy helo from the USS Bennington located the crash and directed ground search parties to the site. The helo had crashed on a slope at 1,130 feet of elevation nine miles north of the Arcata Airport near a landmark today known as Strawberry Rock. Located with the wreckage were seven dead: the three crewmen, Hansen, two women, and an infant girl.

In 1998, Sector Humboldt Bay's Chief Petty Officers' Association members organized an effort to establish a memorial at the Sector. The memorial was erected to honor the CG 1363 crew, the crew of the H-65 CGNR 6541 that crashed in 1994, and the crew of H-65 CGNR 6549 that crashed in 1997.

Sector Humboldt Bay personnel maintain a tight bond with the local community and every December holds a memorial service for all who lost their lives on that tragic day 'So Others May Live.'



## Establishment of CGAA Local Coordinator Program By Ptero Prez Mike Emerson, Aviator 2799

Time, again, for a little frank talk. If you've attended any Roost over the last few years, you had to have noticed one important thing. Our membership is getting older! Really older! These events are attended by a few of the younger and Active Duty folks but only a few. Were Ptero Roosts in recent years not utilized to present awards on behalf of the Coast Guard, the Roost hotel locations would simply look like your average old folks' home.

So, we have a serious problem. If we don't start expanding our membership, we are in very real danger of going the route of the creature we were named for; the pterodactyl! We need to expand the base. To do this we must grow the organization from the ground up. We must "get local." The Ptero Board of Directors cannot grow the outfit from the top down; it must come from the field.

We clearly need a designated person to take the lead in the general location of every Coast Guard Aviation Unit. This local effort has previously been unsuccessfully tried on various occasions. Most recently we attempted to establish unit coordinators at the local level to help with the 2016, 100th Anniversary of Coast Guard Aviation celebration. A few people stepped up but not enough.

The attached establishes the official position of CGAA local Coordinator. An outline of the Coordinator job description is included. I want to stress that communication between designated Coordinating officials is vitally important. To encourage this communication, the units are listed alphabetically followed by the Coordinator's name, e-mail address and phone number. Feel free to contact one another to exchange ideas for events and CGAA membership efforts etc. We will also establish an e-mail link so that each individual coordinator can communicate with all other coordinators and CGAA leadership all at once.

Don't be shy. Step up! This Coordinator concept can work in many small ways to make the Coast Guard Aviation Association more relevant. As I take stock of our organization, it is clear to me that the Association is in great danger. Activities organized by the various Coordinators can assist the local command, create supporting activities for our members, recruit new members and take actions that give back to our local communities. And besides, these things can be fun!!

Ptero Mark Benjamin, aviator 1665, has volunteered to assist this program. Mark can be contacted at [sbenjmar@aol.com](mailto:sbenjmar@aol.com) or at 231 642 1201. He will liaison with the CGAA Board for approval of all unit Coordinators. Fly safe!

### COAST GUARD AVIATION ASSOCIATION LOCAL COORDINATOR

The Coordinator position is established to promote the CGAA in the general vicinity of Coast Guard aviation units and to assist in any way possible each Aviation Command.

The CGAA local Coordinator shall be a member of the Coast Guard Aviation Association.

The local Coordinator job description shall include but not be limited to the following:

- Conduct liaison with local aviation command. Coordinate activities with local CG Aviation unit as the Commanding Officer may desire.
- Develop a list of current and former Coast Guard Aviation personnel in the local area.
- Create an e-mail and phone list for frequent communications with local CG Aviation community.
- Develop methods and utilize CGAA produced materials to recruit Association members.
- Arrange and coordinate regularly scheduled breakfast, lunch and/or dinner meetings.
- Develop plans for future Annual Roosts. Work with local Command, execute Roost plan.
- Communicate with CGAA VP for Roosts as required.
- Coordinate, conduct liaison with other local military veterans' groups such as CPOA, MOAA, VFW, American Legion, etc.
- Coordinate CGAA efforts to give back to local community and service organizations thru activities such as roadside cleanups, Habitat for Humanity, local Rotary Club activities, etc.
- On the Editor's schedule, report all local CGAA activities to the Pterogram editor. Each Coordinator shall provide written materials and appropriate photographs for publication in each and every issue of the Pterogram. This can be as simple as a group photo taken at a local Ptero event with appropriate bi-line explaining the photo.

UNIT	LIAISON	E-MAIL	PHONE NUMBER
Astoria	OPEN		
Atlantic City	Dale Goodreau	dgoodreau1@comcast.net	609 390-4329
Barbers Point	OPEN		
Borinquen	OPEN		
Cape Cod	OPEN		
Clearwater	Mark D'Andrea	Mark.j.dandrea@live.com	727 288-6679
Corpus Christi	OPEN		
Detroit	OPEN		
Elizabeth City	OPEN		
Houston	OPEN		
Humboldt Bay	OPEN		
Jacksonville	OPEN		
Kodiak	John Whiddon	jbwhiddon52@gmail.com	907 942-4650
Miami	William J. 'Tex' Coffey	jimcoffey270@gmail.com	757 333 1594
Mobile	George Krietemeyer	georgekriet@gmail.com	251 648-6481
New Orleans	OPEN		
North Bend	OPEN		
Port Angeles	OPEN		
Sacramento	OPEN		
San Diego	OPEN		
San Francisco	OPEN		
Savannah	OPEN		
Sitka	Dave Moore	swift98b@aol.com	
Traverse City	Mark Benjamin	sbenjmar@aol.com	231 642 1201
Washington	Joe Kimball	joekimball65@gmail.com	703 347-1330





# Air Station Sacramento— This is Sparta

By Ptero CDR George ‘G.B.’ Cathey, II, Av. 3715



Nestled in a fertile valley, amidst one of the most influential political cities of its time, lies an armed forces unit, rich in history and steeped in tradition. It is here that a culture of excellence, dedication, and military service was forged.

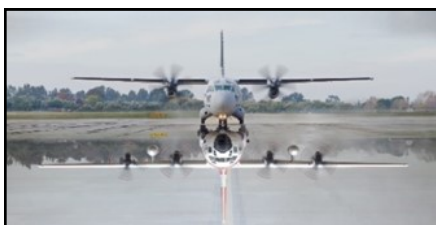


Image created by LT Handlin

You'd be forgiven if you thought the military unit in question was Sparta, the famed Greek city-state which is the namesake for the U.S. Coast Guard's newest fixed wing, medium-range patrol aircraft. Instead, the unit in question is the first home of the HC-27J Spartan, U.S. Coast Guard Air Station Sacramento.

**"Until everything is new again"**

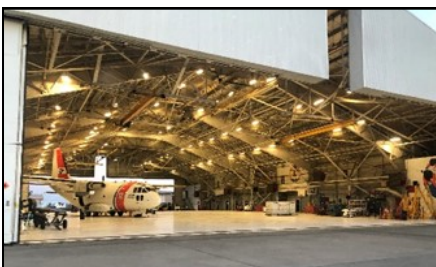


Photo by AMT2 Curatilo

Over 40 years ago, on September 5, 1978, two HC-130 and three HU-16 aircraft departed Air Station San Francisco to arrive at McClellan Air Force Base, officially establishing the new air station. When the original 28 officers and 118 enlisted members first arrived at McClellan Air Force Base, they found a well-used hangar and little more.

Working with limited resources, the team salvaged and scrounged for scraps, plywood, or anything else they could use to fabricate partitions and walls, and practically built their Air Station themselves.

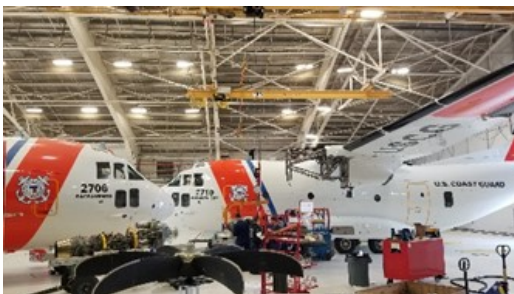


Photo by CDR Cathey

The current team at Air Station Sacramento has been called to apply the same kind of ingenuity. While plywood and scraps aren't what are needed, the low-cost acquisition of the HC-27J Spartan did have some short comings.

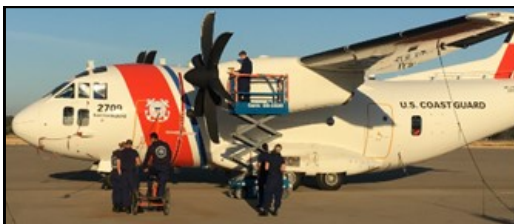


Photo by AST2 Benavidez

Years of baking in the desert left much of the "soft-tissue" of the aircraft in need of attention. Window seals were dried out and whistled when the aircraft was pressurized. De-icing bladders on the wings were cracked and



Photo by AMT3 Curatilo



Photo by LT Handlin

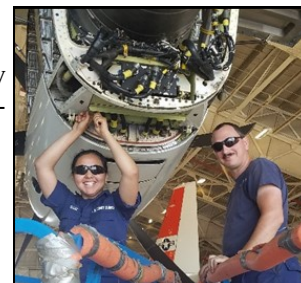
stiff from disuse. Additionally, no supply chain was ready to provide parts for a fleet of aircraft asked to be available for operations almost immediately.

As leadership at U.S. Coast Guard Headquarters aggressively pursued contracting solutions and budgetary relief, so too, the members of Air Station Sacramento got busy. Personnel assignments to maintenance shops were restructured and new methods were established to better align with calendar driven maintenance programs.



In addition, Air Station Sacramento created a comprehensive scheduling tool that forecasts the parts required for all scheduled HC-27J maintenance inspections.

Photo by  
AET3 Co-  
hen





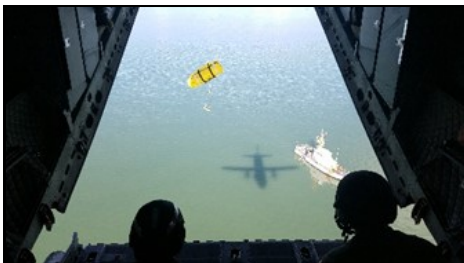
This created standards allowing maintainers to better anticipate parts requirements and mitigate inaccuracies in Maintenance Procedure Cards. Subsequently, the critical parts inventory grew by 500% to meet flight hour demand. Through the dedication of the entire unit, (from flight crews and maintainers, to the admin, supply, and facilities engineering staff) the HC-27J fleet took to the skies, exceeding all expectations.

#### **“Forged in tradition”**

Once again harkening back to the new aircraft’s namesake, the discipline and tenacity of the Spartans lives on in the men and women of Air Station Sacramento. Since its inception, members there have prosecuted all of the Coast Guard’s statutory missions, with a special emphasis on search and rescue, law enforcement, and marine environmental protection.

Within the first two weeks of the Air Station’s commissioning in 1978, a HC-130H aircraft was launched to escort an Air Station San Francisco helicopter 40 miles offshore to safely hoist and evacuate a patient from a chartered fishing boat.

Similarly, on the very first day the HC-27J stood the B-0 SAR duty, a Spartan was diverted to search for a sailboat in distress. After locating the vessel, the crew performed the first operational aerial delivery of a radio, enabling them to aid the two survivors onboard.

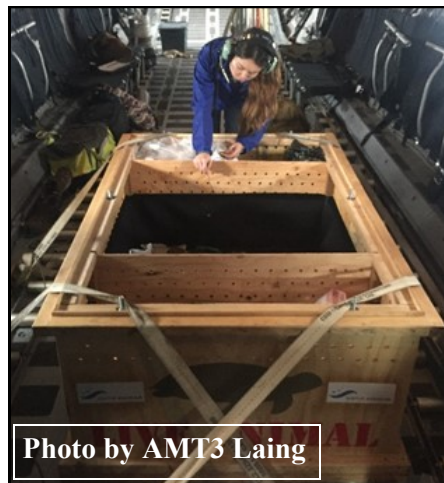


**Photo by AET2 Chapman**

In Oct 2009, a HC-130H transported 300 migratory sea birds back to Air Station Sacramento after a “red-tide” along the Washington and Oregon coast disrupted the delicate lattice-work of the bird’s wings, leaving them unable to stay afloat. The birds were further transported to the International Bird Rescue Research Center in Fairfield, California for care and recovery.

Fast-forward to Jan 2018 and an HC-27J was transporting an olive ridley sea turtle from the Seattle Aquarium to Sea World, San Diego. The turtle was found emaciated after washing ashore on a Washington beach. The Air Station’s response, and the HC-27J’s ability to provide a sea-level pressure cabin, en-

sured the quick and safe transportation of this marine animal, whose population is considered vulnerable.



**Photo by AMT3 Laing**

#### **“Partners in Action”**



**Photo by AMT3 Ramos-Vasquez**

Internally, Air Station Sacramento provides critical support to Coast Guard operations. The HC-27J provides weekly SAR support to Air Station San Francisco’s forward operating base at NAS Point Mugu, swapping out crews and providing critical logistics support.

During the 2017 hurricane season, Air Station Sacramento assisted relief efforts by moving personnel and critical supplies in response to the destruction from hurricane Maria in Puerto Rico and Florida, and severe flooding resulting from hurricane Harvey in Texas.

Externally, Air Station Sacramento continues to partner with other federal and state agencies, serving as a robust yet adaptive logistics solution and since its arrival, the HC-27J Spartan has provided valuable support to numerous operations.

Spartan crews assisted the Navy Marine Mammal program moving dolphins to San Felipe, Mexico, for a high profile mission to find and rescue endangered dolphins in the Sea of Cortez. Additionally, HC-27J crews stepped in to aid the U.S. Navy missile range facility at San Nicolas Island off the coast of Los Angeles, making two trips to deliver missiles for testing when Navy C-130 squadrons were unable. When a U.S. Marine squadron called, requesting assistance in bringing a V-22 prop-rotor from Miramar to South Lake Tahoe, Air Station Sacramento crews answered the call and

delivered the critical part to the stranded U.S. Marines in less than 24 hours.

#### **“The need remains”**

As the Coast Guard’s only fixed wing unit on the west coast, Air Station Sacramento’s area of responsibility runs from Washington State’s northern border and the territorial waters with Canada, to Mexican territorial waters along California’s southern coast, and over 1,000 nautical miles offshore.

The success of early missions, such as an Air Station Sacramento HU-25A Falcon patrol in July 1983 of the newly established 200nm Exclusive Economic Zone (EEZ), has continued into the operations of today, and over the past two years the HC-27J Spartan maintained an overt presence in both District 11’s and District 13’s harsh maritime environments.

The unit’s value was especially highlighted during a one week period in May 2018, where HC-27Js transported the PAC strike team to Guatemala, supporting the boarding of the M/V TIMAT that resulted in the seizure of 5,000kg of cocaine; provided a parts drop to a Coast Guard cutter for their embarked MH-65D, enabling them to continue their JIATF South patrol; and a Congressional transport from Washington, DC to Cape May, NJ.



**Photo by LT Hundlin**

Since its commissioning, operations have continued unabated and while Air Station Sacramento has been home to the HU-16 Albatross, HU-25 Falcon, and various HC-130 Hercules models, it is the Coast Guard’s newest aircraft, the HC-27J Spartan that holds the mantle now. A time may come where other aviation assets may once again be assigned to Air Station Sacramento, but for now, this is Sparta.



**Photo by CDR Cathey**





## ACE FROM 7

'Psycho Sam-Sam' hear them.

He finally had it all worked out and convinced me that his plan would work. He didn't really need to talk me into it; he was the Senior Duty Officer, and besides, I wanted to go as much as he did. It was just that I knew my plane had enough fuel to make it and I wanted to be sure the helo did too.

Hovering takes a lot of power and, therefore, a lot of fuel. The H-52 helicopter is amphibious so Sam would plan to land on the water close to the boat and transfer the patient via life raft; that way he could save maybe several hundred pounds of fuel. My plane, the Albatross, would handle the navigation, establish communications with and locate the Valhalla, set everything up with them then drop incendiary smoke floats to the water, thus forming a lighted approach to the island and the boat. We would then commence dropping parachute flares to illuminate the entire operation.

It was nearly midnight by the time we took off. I taxied out to the main runway; Sam took off from the helo pad and flew across to Naval Air Station North Island to pick up the duty doctor. We rendezvoused between cloud layers at 3,500 feet and headed south.

We'd find out soon enough now about all that planning. Radar had picked up Isla Martin just about 20 miles ahead and we'd been in radio contact with the Valhalla for the past half hour. They were anchored in the lee on the east side of the island. A heavy swell was rolling around from both sides and making it pretty rough where they were anchored. The patient's condition had worsened. I passed all of this information to Sam and we decided he'd better send the Navy doctor over to the Valhalla and attempt to stabilize him before transfer to the helo.

The time had arrived to execute our plan. Using the radar operator's vectors, we flew directly over the island on a westbound heading and began deploying the marker beacons at five second intervals. Salt water activated, they ignited as they hit the ocean and, landing on a straight line on the same course we were flying, provided a line of lights extending seaward from the island. We then vectored Sam to a position over the island where he began a letdown on the same course we'd flown. All this was taking place in the darkness of a rainy, blustery night with no navigation equipment to guide him.

I watched as his red rotating beacon disappeared into the solid deck of clouds below us. He was relying totally now on his flight instruments to maintain controlled flight and I knew what

it must be like there in the cockpit of the helo. The clouds enclose you in a sort of kaleidoscopic cocoon, a milky white glow all around as the rotating beacon reflects a pulsing, rhythmic flashing red back into the cockpit, the rotor blade shadows flicker, a quick, dizzying stroboscope over the soft glow of the instrument panel. The high pitched whine of the jet engine mingles with the hum of the tail rotor and the low pounding counterpoint of the main rotor. While his senses are under this assault, the pilot must focus his complete concentration on his flight instruments: Airspeed-55 knots, rate-of-descent-500 feet/minute, Torque-87%, Heading-272 degrees, Needle and ball-centered, Altitude-500 feet and descending. Right hand on the cyclic determines aircraft attitude; left hand on the collective, engine power...pull it up just a little now to check that rate of descent, don't want to fly 'er into the water; adjust the nose attitude, raise it just a bit to begin slowing airspeed; coming through 300 feet now, the pilot maintains total concentration on the instruments while the copilot and crewman aft strain to catch a glimpse of the sea...200 feet now, 'I've got a light at 10 o'clock!' The copilot has spotted one of the flares. Sam takes over visually now while the copilot begins monitoring the instruments. They turn back east and follow the marker beacons back to the island. The visibility is less than a half mile and, in the dark, there is very little outside reference. The pilot can easily get vertigo in these conditions in which case the copilot will have to take over and climb away on instruments.

Sam begins picking his way from one marker to the next. The flares are being tumbled about by the confused seas, flashing then extinguishing momentarily as they are driven below the surface. Orange flames illuminate the heavy white smoke that is pouring from the flares. Blown low over the heaving black water, the smoke provides an ethereal pathway back to the island. Sam finally can make out the line of surf where the waves pound the rocky cliffs and begins picking his way around to the east side of the island where the Valhalla is anchored and where we already have laid down more flares.

'Go ahead and light up the night,' Sam's voice fairly chuckles over the radio. As if a homesick imp were returning to the nurturing flames of his birth.

'Tell the doc we're almost there.' Sam says to his crewman. Dr. Winston Andrews, Lieutenant, US Navy Reserve, had been in for only eight months. He had no intention of making a career of it, but he had a sense of duty to country and, besides, the Navy would give him excellent additional training. That and experience; that's what really counted. Winston Andrews was a pediatrician, a baby doctor, and one thing the Navy had plenty of was babies; or at least the dependent wives of the Navy men did and he was kept plenty busy at the huge Naval Hospital at North Island delivering and taking care of the 'Navy

brats.' It was a good way to spend three years.; he'd never have to go to sea. And the Navy Discharge would look good along with the diplomas on the wall of his office when he went into private practice. It wasn't a very exciting life, but that was fine with him; he'd never been the adventurous kind and certainly didn't aspire to being a flight surgeon or anything like that. Besides, he was a bit soft and somewhat overweight; and, with his pink-cheeked round face, he even resembled somewhat the babies he cared for. His name didn't help much either, but he was good natured and would have to live forever, he supposed, with being called 'Winnie the Pooh.'

Even the pediatricians had to take their turns every week or so at emergency duty, remaining at the hospital in the event of a plane crash or other catastrophe. There were always several doctors on duty and one of them was assigned to fly with the Coast Guard in case of a medical evacuation, but usually there would be a flight surgeon among them and he would be assigned that duty.

Tonight, though, there'd been no flight surgeon and so Doctor Andrews had found his name listed as the Coast Guard's flight doctor. When he'd first come to the hospital to work, he'd been issued a complete set of flight gear: flying suit, boots, gloves, even a flight helmet, but he'd never worn them. Tonight he'd dug them out of his locker and tried them on, then went into the washroom to look at himself in the mirror. The flight suit was pretty snug around the middle and the sleeves and legs were too long, so he rolled them up. The helmet was too large, rolling forward over his forehead and leaving just his baby-blue eyes peering out as though from under a hair dryer. He tried sliding the dark green visor down, but it covered his entire face and now he looked like some kind of moon munchkin. He set the helmet aside but decided to keep the flight suit on; he'd try to get down to the I.D. section later and get someone to take a Polaroid picture of him—it'd be good to put in the family album, maybe show his grandchildren someday.

He hadn't really been concerned with the possibility of actually having to go flying tonight. When he'd come to work at 4 o'clock (He still said 4 o'clock even if the Navy called it 1600), it had been raining steadily with low clouds obscuring the upper floors of the hospital. The night training flights had been cancelled and the airfield was essentially closed.

[To be continued in Pterogram 2-19]

## ATC Mobile Officer Receives Award for Mentorship in Human Performance

al achievement in the selfless development of others in the application of HPT.

LCDR Cortese demonstrates the spirit of this award through his personal commitment to the professional development and success of others and as an unrivaled emissary for the tenants of HPT principals, practices, and methodologies. His tenacious efforts and innovation steered performance improvements leading to significant contributions to the whole of Coast Guard aviation. He demonstrates initiative, professionalism, and extraordinary leadership and mentorship. Whether mentoring unit instructors or graduate students, leading the Gulf Coast Chapter of the International Society for Performance Improvement, or making sweeping changes to our aviation syllabi to ready the fleet for change, his commitment to performance improvement, strategic thought, and prolific mentorship has had a lasting impact to our service, our people, and the community.

RDML B. K. Penoyer, Commander, Force Readiness Command, sends.



Congratulations to LCDR Mike Cortese of the ATC Mobile Performance System Branch, the 2018 recipient of the Swaringen Award for outstanding mentorship in Human Performance Technology (HPT)! This prestigious award recognizes exemplary individu-

## Air Station Houston Hurricane Harvey Awards Ceremony Conducted By LTJG Danielle Benedetto , Av. 4760

On 28 November, at the Lone Star Flight Museum, a ceremony was conducted to commemorate the tremendous efforts made by our members involved in the response efforts from Hurricane Harvey in August 2017. We were able to present two Public Service awards to our local Air Traffic Control Towers, one being the Distinguished Public Service Award, the highest public recognition that the Commandant of the Coast Guard may award. We also presented 12 Auxiliary Awards to

Auxiliarists who went above and beyond the call, some spending over 100 hours in the Operations Center to field cases to crews. We presented six Letters of Commendation for members who helped triage survivors, perform 2,539 hours of maintenance on more than 30 MH-65D aircraft, and manage over 500 transient personnel. We presented 19 Achievement Medals; one highlight was 'Fuel Team 6' who acquired, tested, and distributed 20,000 gallons of jet fuel per day with 85 evolutions in the first 17 hours in hurricane conditions. We presented the Commendation Medal to nine members for acquisition of tools and supplies, establishing duties and systems to track operations, and for expert flight procedures as multiple aircraft experienced malfunctions in the hurricane conditions. There were seven Meritorious Service Medals given to members who managed all operations from maintenance to personnel accountability and aircraft operations. Lastly, we presented 13 Air Medals for members that excelled during their rescue missions, braving the winds that gusted over 50 knots and the deluges exceeding 6 inches per hour. Crews operated in tropical storm conditions with minimal visibility and extremely close to power lines, trees, buildings, etc. in order to hoist survivors in need of immediate medical attention. In total, there were 682 sorties for a total of 1,419 flight hours and 1,737 lives saved in a response where the smallest Air Station in the Coast Guard became the largest Air Station recorded.



CO Ptero CDR James Spitler (L), Aviator 3486, Mayor Sylvester Turner, Auxiliarists Brian Childs, Robert Koryciak, & Thomas Simons, & CCGD8 RADM Paul Thomas



Mayor Sylvester Turner (L) , ENS Joshua French, LT Matthew Krueger, Aviator 4268, LT Amanda Montour, Aviator 4564, CDR James Spitler, RADM Paul Thomas, Ptero Enlisted Ancient Albatross AMTCM Kit Harris, P-4427, & CEA AMTCM Scott Loska.





**Mail Call!** This issue's mail is brought to you by a Vultee SNV-1 "Vibrator." The CG purchased two SNV-1s in 1942 for use as proficiency trainers and for various utility duties. They were given CG Numbers V222 and V223. In 1943 three SNV-1s and four SNV-2s were obtained from the U.S. Navy. They retained their Bureau Numbers. In 1945 two BT-13Bs were obtained from the USAAF. The Navy SNVs were returned to the Navy in 1945. The date or disposition of V222, V223 nor the USAAF BT-13B are unknown.

### CG Auxiliary Aviation Feedback

In reading the Sitrep 3-18 Fall 2018 Pterogram, I was pleased to find several references to the Coast Guard Auxiliary's aviation program (AuxAir to us, and Air Aux to our AirSta Cape Cod).

In Vice Commandant ADM Charlie Ray's column on page 5, he pays us a great compliment by acknowledging our operations and risk management disciplines (now including GAR 2.0). And on page 15, LT Currier describes the CGAA's interest in and efforts to connect with and recruit AuxAir members for participation in the Association. As an Auxiliary aviator who signed up for CGAA membership several years ago, this is most welcome news. I've held various AuxAir positions (including as a Chief Flight Examiner, and a District Flight Safety Officer) and have participated for the past twenty years...also continue to be active flying various missions, and serving as a stan/eval Flight Examiner in the southern part of D1.

I'm also Executive VP of the New York Council of the Navy League of the U.S., and therefore have contact with active-duty leadership at CG Sector NY, and, to some degree, at CG Headquarters.

So, the punchline is that if there is anything that I/we can do to facilitate your efforts to recruit new members in this part of the world, and to include the AuxAir program as a part of the overall CGAA, please let me know.

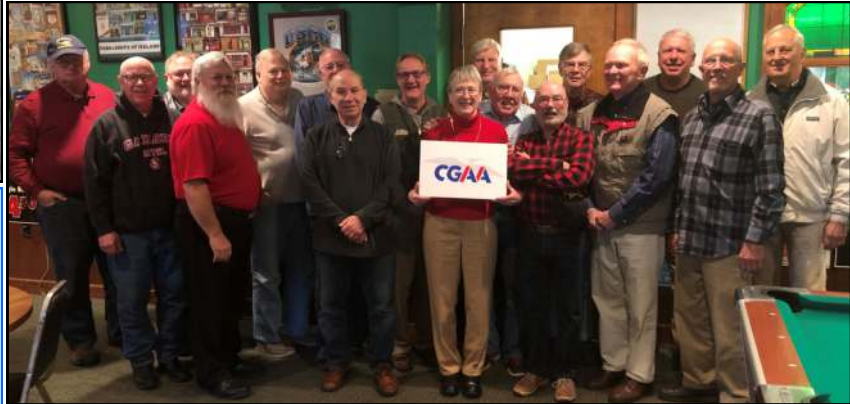
Congrats to the new/ongoing leadership team and looking forward to more good news, activities and programs from the organization.

Ptero Greg Keshishian, P-3590, CFII/ASMEI, Master CFI, FAA Safety Team Representative

[See the segment on Coast Guard Auxiliary Aviation in the Chronological History of CG Aviation on the CGAA website...Ed]

### Traverse City Breakfast Club

On 19 November, another highly successful meeting of the breakfast club at Brady's in Traverse City. Now that the 2018 Roost is in fact history, the group discussed future goals and prospective projects. We will be organizing an effort to "spruce up" the local Vietnam Veterans memorial located next to the CG Guardian Memorial in Traverse City. Ptero Mark Benjamin, Aviator 1665



From the left: Mark Benjamin 1665, Tim Umstead (USMC Liaison), Mike Scott CG AUX, Greg Caskie P-4822, Tim Goldsmith P-3270, Bill Biggar 1975, Paul Klein CW4 Ret, Dizzy Dalzell ASMCS Ret, Barbera Beach CDR USPHS Ret, Fritz Barrett (USAF Liaison), Sandy Beach 796, Chuck Billadeau CW4 Ret, Randy Blunck CW4 Ret, Jim Wright 1312, John Currier 1877, Jim Johnson CG Air Aux, Carl Pearce 1296. Not pictured: Russ Gilbert P-2982, Tom Haase 1948, Carl Brothers 970.

### Traverse City Honors Veterans

The Third annual Veterans Day party was held at Right Brain Brewery in Traverse City on 9 November. This is now an annual event hosted by the Traverse City contingent of the CG Aviation Association in celebration of Veterans Day and honoring the crew of Air Station Traverse City. The First was held in celebration of the end of the 100th anniversary of CG Aviation Celebration. The second annual was held to celebrate the successful transition of Air Station Traverse City from an MH-65 to an MH-60 unit. This, the third, was held in honor of the 75th Anniversary of Helicopter Flight Operations.



AirSta Traverse City EO CDR Andy Schanno (L), Jim Wright #1312, Mary Jane Currier (two fisted drinker), Beatrix Schanno, John Currier # 1877.



CDR Schanno, Mary Jane Currier, Beatrix, John Currier, Tom Haase #1948, Jackie Wright.

Ptero Mark Benjamin, Aviator 1665



### CGAA Donates \$1K to CG Foundation for Hurricane Florence Relief

Thank you again for the support of the Pterodactyls. I retired in March after almost two years as the assistant superintendent at the Coast Guard Academy. I may have been one of the last true ops generalists – cutter, tactical LE, group opera-



tions, and group commander and I also did some tours in public affairs, training, and other mission support roles.

I am very pleased to be with a great outfit now still supporting the CG. My AOR is the D5 region – New Jersey to North Carolina to include LANTAREA units and CGHQ, so please let me know if you need any information or support from the Coast Guard Foundation.

CAPT Ron LaBrec, USCG (Ret.)  
Regional Director of Philanthropy, Mid-Atlantic, Coast Guard Foundation

### 2018 Rittichier Award Presented to Kent State U. Football MVP

On 15 November, Kent State University presented its annual Jack Rittichier award to Darrick Edwards who was selected by the coaching staff as the MVP of the 2017 Golden Flashes football team. Darrick is planning to join the military. His nameplate will be added to the Rittichier monument in the south plaza of Dix stadium.



A team captain in 1955, Rittichier is one of the most celebrated heroes in the history of the U.S. Coast Guard. LT Rittichier, Aviator 997, is one of 11 Coast Guard pilots remembered for serving in combat rescue missions during the Vietnam War. He was the only CG aviator who perished in the war.

The award is funded by the CGAA.  
Congratulations, Darrick!

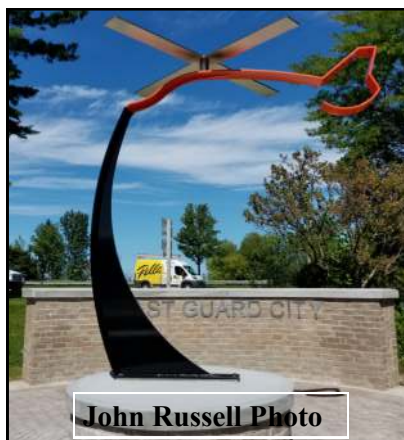
### “Guardian” Memorial Revisited By Stan Simons, Chairman, Coast Guard City Committee

On September 6, 2018 Coast Guard City Traverse City dedicated a unique tribute to the Coast Guard and to Air Station Traverse City. A sculpture titled “Guardian” is a modern and fluid design inspired by an MH-65 helicopter. The Coast Guard City Committee worked diligently for several years to obtain the location and multiple approvals from various departments of the

City of Traverse City. Funding was accomplished through grants and donations. Stan Simons, Chairman of the Committee, is most grateful to the Coast Guard Aviation Association for putting our fund raising efforts over the top, allowing us to completely fund the project; no public funds were needed.

“GUARDIAN”, which is appropriately named for our Coast Guard, the guardians of the Great Lakes, is a fixture in the downtown landscape. The sculpture was manufactured by P.I. W. Corporation of Gaylord, Michigan who fashioned the sculpture from ¾” stainless steel and added durable paint to enhance its appearance. “Guardian” was presented to the City of Traverse City as a permanent piece of art that acknowledges our special designation as an official CG City and a permanent tribute to the men and women of our CG family. The City Arts Commission will be responsible for regular maintenance of the sculpture.

Pictures of the sculpture and landscape show the beauty of this unique and lasting tribute.



### Coast Guard Aviation Association Local Coordinator

We need a method for bringing some energy to and interest in CGAA activities. This must be done at the local level and our Local Coordinators are just the people to do that job. So, let's have some fun!! A little over three years ago I was playing golf with Tom Allard (1741). As usual, he kicked my butt. On the way home, we stopped at a local Traverse City watering hole for just one beer, we walked in and sitting there were Larry Manthei (1719) and Tom Haase (1948). Of course, we began reminiscing about the good old days back when we were in the Coast Guard.

Well one thing led to another and the next thing you know we are hatching plans to get together for breakfast twice a month. We decided to do breakfast to cut down on the drinking, then we decided to make our breakfast outings at Brady's Bar. But seriously, the owner of Brady's gives us a tremendous Veterans discount and serves up a great breakfast. Well this group took off!! We now have, on average, 18 and have had as many as 24 in attendance for the twice monthly breakfasts. This is a great group with lots of laughs and great stories. We have a mixture of Coast Guard retirees, active duty, Air and Surface Auxiliary, both Officer and Enlisted. There are also a few friends from other services who are always welcome and contribute mightily. One is a Retired Marine senior enlisted guy who is now an Associate member Ptero. He and his wife worked most of one day in the Ptero store at the TC Roost.

Anyway, before long word trickled down that the Pteros wanted to come to Traverse City for Roost 2018. The breakfast club turned into a readymade Roost Committee. We quickly established a core group of primary players consisting of six Pteros including a J.O. from the Air Station, as well as the unit Commanding Officer, and one former Vice Commandant. We had lots of help and in the end Roost 2018 really was just tons of fun.

For about two years this group had a mission, Roost 2018. With that behind us we have expanded into other activities. Every group like this, if it's going to have a broad appeal, must have goals. As a Ptero fund raiser, we've sold Ptero Store gear at the annual Air Station Open House. We've thrown in with the Chief's Mess to assist them with a local twice a year road clean-up. Just recently we've picked up a portion of the responsibility for Meals on Wheels. Once again, this is in conjunction with the Air Station Chief Petty Officers. Both are excellent avenues to give back to our community. That's worth it!!

Last Veterans day weekend the local CGAA breakfast group hosted our third annual Veterans Day party with the entire Air Station Traverse City crew, and their families, as our guests. As usual this went over very well with 88 in attendance along with about 15 dependent children. That number has gone up each year and we hope to continue this as an annual Veterans Day celebration.

The Ptero local coordinator program is designed to create and put some energy and interest into a local CGAA organization. Our goal is to take on a higher profile within the local Coast Guard Aviation communities and, to recruit new members. So, get involved! Believe me this stuff IS fun and yes, to a certain extent, the Ptero local coordinator is a party organizer and activity director. Well—So? Come on people. Get on board. If you volunteer for this, you can do as much as you want. You get to decide.

Ptero Mark Benjamin, Aviator 1665





## Albatross Memories

By Ptero Mike Blaschum,  
Aviator 1219

Several Pterograms past there was an article on the HU-16. The author of the article keep referring to the HU as the "Goat". I flew the HU-16 at four different air stations and never called it a Goat. I discovered that most pilots that used the Goat term either didn't fly it or flew it very little. It was anything but a goat. Yeah, it was slow and very noisy but it brought me home in all kinds of weather, including Alaska. Most of the time on two engines, but on rare occasions on one.

I don't know of another piston powered aircraft that could sustain an oil leak the size of a pencil for an hour or so and still keep running. It did have 29 gallons of oil per side. I assume the Albatross name was due to the fact that the HU had 16 hrs of endurance. 300 gal in each main, 300 gal in each drop tank and 200+gal in each float tank. The electronics it carried was very substantial. It carried dual VOR and TACAN receivers, VHF and UHF comms. Dual HF comm transceivers, HF receiver, LoFreq transceiver (for morse code), transponder (called IFF back then). Marker Beacons and dual ADF sets. This was all in the cockpit. At the Nav position was RADAR, Interrogator and LORAN A. It also had a drift meter and sextant with sextant port. The flight mech used the port to look at the top of the wings to check for oil leaks. Had an APU that could power a small village.

Water landings were relatively easy. Three types of landings: normal, instrument for glassy water with no depth perception, and full stall for rough water. It was a very tough aircraft. You may have heard the story of Bud Robertshaw (RIP) making an offshore landing but too rough to takeoff. Had to spend night riding out the waves until daylight when it was calm enough to takeoff.

St Pete was my first AirSta. It was located at Albert Whitted Airport downtown St Pete. There were two runways, 7/25 at 2867 ft and 18/36 at 3600 ft. After flying right seat in HU, I was sent to Mobile to get qualed in the acft. All takeoffs on runway 7 were max performance. We would lineup on left side of runway with nose pointed 15 degrees right of runway heading. Brakes set and power at 52 in MAP. Brakes released and torque would slew aircraft to runway heading. One foggy



day on takeoff from rwy 18 a flock of seagulls took off just as we rotated. Blood and feathers all over. Ops told me later that there were 16 gulls dead or injured. We were restricted from landing there at night. Had to go to Clearwater airport. There were lot of good guys at St Pete: Norm Miley, Harry Keller, Tal Sivils, John Hancock, Paul Lamb, Tom Shaffer, Cecil Berry, Paul Milligan, Bob Workman, Bud Robertshaw, Bill Minter, Marty Heatherman, Ken Gard, Dewey Barfield, Jack Stice and Carl Hankwitz and my favorite was Major Jim Lisko, our AF exchange pilot. Jim's son Brian recently retired as a CG Captain.

I was off to Annette AirSta next. (now at Sitka). Had some memorable flights in the HU while there. One clear day, Ron Simons and I were doing practice VOR approaches when the radio operator yelled "Airplane". Ron and I pushed the yoke forward as hard as we could just as a Kingair twin flew by the windscreens. I could clearly see the pilots face. We decided to end the flight. As we were walking to the hangar after landing there was a crowd of people gathered on the tarmac near the Kingair. I just wanted to go back to the apartment and get a drink. When my wife came home and told me that the crowd at the airport were talking to John Wayne, I really felt sick. The Duke was my hero and I missed him.

ALPATs (Alaska Patrols) were my favorite. Usually 10-11 hrs checking foreign fishing vessels. At that time, America only claimed 12 miles as Exclusion Zone. Now it is 200.

Sometimes we would layover at Kodiak. Then we would load up the bow compartment with King Crab for everyone in the housing area that ordered them. On one flight I was sent to Kwaleck to pickup a patient. No runway, so water landing was made. Flight mech always checked bilges after water landing. He called me and said "Sir, I can see the bottom of the bay through the bilge hatch cover." I went back and yes, I could see the bottom. The hole was supposed to be there as this aircraft was a former Triphibian and the hole was for the hydraulic piston that powered the ski. No one knew it at the time.

My longest flight was right at 14 hours. On return leg from Alpat, we were diverted to search for missing hunters south of Ya-

kutat. We located them and dropped emergency supplies. By then we did not have enough fuel for Annette. Yakutat was at minimums.

We shot the approach, broke out and landed. During landing roll we saw a 727 off left side of runway. Snow was very heavy. Took on fuel and called ops. Told them I realized we were out of time but crew felt good and wanted to get home. I also told ops that if we didn't get out now, the plane would probably be here till spring. They said use your discretion. We all got on top of the plane with 5 gal cans of deice fluid and deiced wings and tail. Got our clearance and departed. Broke out of clouds at 8000ft.

Alaska was one of the few places left that had Range Approaches. We used to do some for practice. We also flew 100' above water in some of the straits with mountains either side using only guidance from the Radar operator. Most of the AT's were very good. They would keep you right in the middle. We only did it in VFR wx but it was nice to know you could do it in emergency if necessary.

After 2 years, was off to AirSta Corpus Christi. This was my least favorite place. Lost six good friends when the HU crashed due to parachute flare igniting inside of aircraft. They were dropping flares for a helo searching for man overboard. The worst part of this accident was that the man overboard call was a hoax. This was the last place that I would fly the HU-16. After a tour at North Bend AirSta, I was transferred to Mobile and flew the Convair (C-131) until I retired.

Even though I was dual qualified (helo & fixed wing) and flew a multitude of civil aircraft from Lears to DC-8's, the HU-16 Albatross will always be my favorite aircraft to fly.





## 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 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 late-2018 "grads" which we are proud to salute. 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]**

<u>Graduate</u>	<u>Assignment</u>	<u>Graduate</u>	<u>Assignment</u>
AMT3 Alex N. Rojas	HITRON	AMT3 Alexandra L. Roper .....	Corpus Christi
AMT3 Eian K. Snella .....	Borinquen	AMT3 Austin R. Stuit .....	Cape Cod
AET3 .Eric A. Atchison .....	HITRON	AET3 Chelsea A. Behling .....	Traverse City
AET3 Kevin Betancourt .....	Miami	AET3 Mackenzie A. Clark .....	Atlantic City
AET3 Richard D. Denson .....	Mobile	AET3 Daniel C. Fauber	San Diego.
AET3 Jason N. Genzone .....	Elizabeth City	AET3 Taylor S. Giamarino .....	Clearwater
AET3 Brandon R. Greenberg .....	Clearwater	AET3 Anthony R. Hartman .....	Barbers Point
AET3 Joseph M. Hawthorne .....	Elizabeth City	AET3 Andres Macias Gonzalez .....	HITRON
AET3 Jonathan I. Lewis .....	C27J APO Eliz. City	AET3 Madilynn E. Ridenour .....	Borinquen
AET3 Reynaldo J. Rivera .....	Sitka	AET3 Isaiah A. Shultz .....	Sitka
AET3 David A. Stockwell .....	Port Angeles	AET3 Russel D. Taylor .....	Corpus Christi
*AET3 Connor T. Covert .....	Savannah	AET3 Miguel J. Alvarez Gomez.....	Atlantic City
AMT3 Alec F. Bevilacqua .....	Mobile	AET3 Landon M. Cannon	Kodiak
AMT3 William T. Chau .....	Sitka	AMT3 Kevin D. Coddington .....	Clearwater
AMT3 Joseph A. Coyle .....	Astoria	AET3 Larkin F. Delbosque .....	Kodiak
AMT3 Cory D. English .....	Mobile	AMT3 Darren A. Fernandez .....	North Bend
AET3 Kenneth W. Gillespie .....	Clearwater	AET3 Robert C. Haymaker .	North Bend
AET3 Samuel S. Keldie-Murphy .....	Mobile	AET3 Myeong H. Kim .....	Kodiak
AET3 Justin M. Landon .....	Cape Cod	AMT3 Jacob L. McKean ....	HITRON
AMT3 Alex J. Myers .....	Miami	AET3 Jouhan J. Rivera-Aponte	Elizabeth City
AMT3 Kruze K. Sanders ....	Miami	AET3 David J. Schackman ...	Astoria
AET3 Cody A. Shortt .....	Barbers Point	AET3 William J. Waggener	Corpus Christi
AMT3 Tyler M. Warren .....	Atlantic City	*AET3 Eric J. Bouwhuis .....	Detroit
*AMT3 Kevin B. Quick .....	Humboldt Bay	AMT3 Christopher M. Drogan.....	Sacramento
AMT3 Joshua E. Epstein .....	Port Angeles	AMT3 Reuben A. Green .....	Elizabeth City
AMT3 Jacob L. Johnson .....	Miami	AMT3 Ryan S. Langlois	Kodiak
AMT3 Aaron L. McManaway	Barbers Point	AMT3 Nathan M. Palmer	Savannah
AMT3 Robert Rawdanowitz	Sacramento	AMT3 Oscar Rivera Jimenez	Atlantic City
AMT3 Tyler J. Sandeen	New Orleans	AMT3 Cody R. Saunders	Clearwater
AMT3 Brandon M. Simmons	Sacramento	*AMT3 Joshua T. Klingensmith	San Francisco
AST3 Hunter T. Joseph	Mobile	AST3 Donovan R. Labrador	Port Angeles
*AST3 Evan T. Grills	Kodiak		



## Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4805 Paul E. Tomeo	Atlantic City	4806 Craig J. Campbell	Cape Cod
4807 Michael Z. Gilbert		4808 Kyle E. Vandillen	Clearwater
4809 Thomas J. Loftis	Port Angeles	4810 Landon K. Elliott	Miami
4811 Adam M. Mayernick	Barbers Point	4812 David M. Mattson	Sacramento
4813 Frank R. Gooch	Clearwater	4814 Johnathan S. Sheaffer	Corpus Christi
4815 Humberto D. Hernandez	Atlantic City	4816 Bertland L. Toone	North Bend
4817 Vincent P. Lewandowski	Borinquen		



## **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 \_\_\_\_\_

**CHECK BOX IF Spouse NOT to be listed in Directories** **NOTE: Any 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 Res. \_\_\_\_\_ TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_  
Email Work: \_\_\_\_\_ TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_

**Sign me up for:**

- ☐ Life Membership      \$275 (includes a Ptero Pin)  
☐ Annual Membership      \$40 (**Active Duty \$25**)

To activate your access to the members-only area on the web site, mail-in registrations must send an email to [webmaster@cgaviationassn.org](mailto:webmaster@cgaviationassn.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.

The online Ptero Store has grown to 5 pages of CGAA-specific goodies that any Zoomie would be proud to own.



The 16x24 printed copy of the original 24x36 painting, that has been donated to ATC Mobile, is available for the nominal price of \$48 plus S&H. The copy is already mounted and ready for framing as you choose.

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.

**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**

**Feb 2019 Please make copies of this form and pass it on.**

**Total Enclosed: \$**

### **A Blast from the Past— Sitrep #13: June 1980 (when Pterograms were typed by a paid ATC Mobile YN)**

With hurricanes held in abeyance and the creek waters subsiding, the 1979-delayed-into-1980 National Gathering of the Ancient Order at ATC Mobile is now Pterodactyl history. The unanimous opinion of all present was that their missing comrades must henceforth be burdened with the misfortune of a monumental missed opportunity. A total of 87 members or could-be members and their ladies were on hand to enjoy the outstanding weekend of activities provided by CAPT Don Bellis & Sancho Rob Hardman and their confederates at the Training Center.

Since the attendees at the Mobile business meeting agreed unanimously that the \$5.00 annual dues was reasonable and should continue, we are hereby putting the arm on you for the 1 July 1980 due date, with the payment chit attached hereto. Since a number of members had to be dropped from our mailing list last year because of non-payment, it is hoped that all who stayed in good standing will again respond promptly this time so that we won't have to send out reminders or lose more good folks. This will make the Executive Board happy and cuts down on the admin work for this here scribe (Gus Shrode) who works for free, including overtime, mileage and per diem. Please remember that all who have joined during calendar 1980 are exempt from payment.

New members since the last Sitrep include:

J. B. Slemons, II	C. F. Meredith	C. C. Fitzgerald
A. J. Allison	P. Resnick	R. Brooks
F. J. Aube	A. E. Crostick	T. H. Hofer
T. C. King, Jr.	A. H. Wagner	J. B. Wallace
C. S. Berry	G. Gunn	J. R. Swain
R. D. Herr	E. Fagerholm	T. E. Ross
J. R. Butler	S. Jayson	D. R. Freezer
R. L. Johanson	P. D. Russell	A. Smith



The Ancient Order of The Pterodactyl  
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Return Service Requested



Sector Humboldt Bay Holds Memorial Service for HH-52A lost in 1964. See Story on P. 9.

MAIL Pg. 15

**THAT'S NOT  
ALL !!**



### Intercepted!

By Ptero Joseph Giannattasio, -3021, District Staff Officer-Aviation (DSO-AV), District 5NR, USCG Auxiliary

A Bogey's Eye View of a Coast Guard Auxiliary aircraft being "intercepted" by a Coast Guard MH-65D helicopter based out of USCG Air Station Atlantic City during Rotary Wing Air Intercept (RWAI) training. Auxiliary aviators from the District 5NR Air Program volunteer their time and aircraft to participate in these air intercept drills to help improve response time and provide a "moving target" to sharpen flight interception techniques. CG Auxiliary photo by Joseph Giannattasio.