



# PTEROGRAM

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

Sitrep 1-20 Spring 2020

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

## CONTENTS

President's Corner.....	2	Ptero VADM John Currier Rest in Peace.....	3
Nat. Security Cutter Elmer Stone Christened...	3	MH-65E Begins Full Rate Production.....	4
CG Opens Air Station #1 at Morehead City.....	6	Ancient Al Letter to Pteros.....	6
1000th Helicopter Rescue Swimmer.....	7	Auxiliarists Augment CG Helo Crew Training...	8
Enlisted Ancient Al Report to Pteros.....	8	2020 Roost Flight Plan.....	10
Mail.....	11	Air Station New Orleans Highlighted.....	13
CGAA Local Coordinator Program Update.....	14	Membership Database Update.....	16
New Aviators & ATTC Grads.....	18	Membership Application/Renewal/Order Form.	19

### Pforty-pforth Ptero Roost Coming to Port Angeles

The 2020 Roost in picturesque Port Angeles, WA honoring the CO and the men and women of Air Station Port Angeles will be held from 21-24 September. Committee Chairman Ptero Jeffrey Hartman, Aviator 1128, and his intrepid Ptero compatriots Dan Long, Aviator 3511, Bill Peterson, Aviator 1953, Ray Copin, Aviator 744, and VP of National Roosts Jay Crouthers, Aviator 1360, are planning a memorable experience for us. We'll be rendezvousing at the Red Lion Inn at 221 N. Lincoln St., Port Angeles.

The last time we pflocked to Port Angeles was in 1988.

Please see page 10 for Roost details.



### Beloved Ptero, Former Vice-Commandant, and Ancient Albatross #23 VADM John P. Currier Passes Away



The entire Coast Guard Aviation Association and Coast Guard community mourns the sudden passing of VADM (Ret.) John P. Currier (68), Aviator 1877, our former Vice-Commandant and Ancient Albatross of the Coast Guard, on 1 March 2020. Our sincerest condolences to his wife, Mary Jane, and his family. John was one of the staunchest supporters of the CGAA and served admirably as Chairman of the CGAA Centennial of Coast Guard Aviation ac-

tivities coordination committee. He was the driving force behind the GSA approval of the trade of a retiring CG HU-25 Falcon for HH-52A CGNR 1426 with the Van Nuys, CA aviation school that became our exhibit at the National Air & Space Museum in 2016. We were honored to have known such a wonderful leader, in good times and bad, and champion of Coast Guard Aviation and the preservation of its history. He leaves a proud legacy. Godspeed, fair winds, and following seas, Admiral. You've '...put out your hand and touched the face of God.' You will be sorely missed! Please see P. 3 for John's obituary.

## 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 2020, 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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## A Message from 2799 (CGAA/AOP President):



From the President: The christening of CGC Stone, our newest National Security Cutter in Pascagoula, MS on February 29<sup>th</sup> is one of the true highlights of 2020. Huntington Ingalls Shipbuilding put together a first class experience reserving front row seating for CGAA members, and arranging several Ptero shout-outs during the high energy ceremony. The Ship Sponsor, Laura Cavallo, and a half dozen other members of the Elmer Stone family beamed with pride as the Vice Commandant, Admiral Ray summarized the significance of naming a cutter after our most iconic aviation pioneer. The Ancient Albatross branded the moment explaining the special relationship that exists between cuttermen, and aviators and in 40 years of service he said he's heard "bout every aviator joke ever told". The Commandant, Admiral Schultz, followed with a keynote speech admitting that he "probably told a few of those jokes". Admiral Schultz also reminded the audience that Elmer Stone was a cuttermen before he went to flight school, and enthusiastically predicted a proud future of great accomplishments for the Cutter STONE. This ship is scheduled to be commissioned in February 2021 and homeported in Charleston, SC. I hope to see many of you there!



(L to R) ADM and Mrs. Schultz, PCO - CAPT Adam and Mrs. Morrison, Ship Sponsor- Ms. Laura Cavallo, and ADM and Mrs. Ray.



Ptero Prez Emerson and Ancient Al ADM Ray at reception.

This new Normal has everyone staying home and worrying about their savings. Didn't a lot of us do that for a year after we got married? See **PREZ REMARKS** on P. 12

### Taps

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

William A. Mittag, 984, 12/1/19

Frank J. Manson, 396, 1/12/20

VADM John P. Currier, 1877, 3/1/20

Gary G. Poll, 1856, 3/5/20

## New CGAA Members Since 11/1/19. Welcome Aboard!

Erik Anderson	Life	4382	Sean Benhart	Active	P-5367
William Church	Life	P-5351	Dan Turner	Life	P-5349
Kevin Cleary	Active	RS-772	Joshua Ulrich	Active	P-5334
Frederick Darvill	Regular	2109	William Vaughn	Regular	P-5338
Matthew Devlin	Life	4893	Charles Webb	Life	3422F
Timothy Eason	Life	3424	Sandra West	Life	P-5371
Nathanyal Johnson	Active	5368	Kevin Wilcox	Regular	P-5289
Derek Kelley	Active	4724	Katie Williamson	Regular	P-5291
Brian Lansburgh	Regular	P-5372	Michael Scott	Life	P-5364
Michael Mahoney	Regular	P-5344	Marcus Sowl	Regular	P-5352
Michael McCraw	Regular	2995	Theodore Trout	Active	P-5324
Aaron Nelson	Regular	P-5343	Megan Peters	Life	4443



## Ptero VADM John P. Currier, Aviator 1877, Rest in Peace



The Board of Directors regrets to announce that Vice Admiral John Philip Currier, USCG (Ret.), passed away at his home in Traverse City, MI on Sunday, March 1, 2020. VADM Currier was a tireless leader of the highest caliber, an unwavering officer whose countless accomplishments advanced the missions of our service in the face of huge challenges, a supremely gifted aviator who saved many lives under the most demanding circumstances, and a true gentleman who exuded respect to all. VADM Currier's family requests that, in lieu of flowers, donations be made to [Coast Guard Mutual Assistance](#).

The Commandant, ADM Karl Schultz, said in ALCOAST 064/20 that 'It is with great sadness that I announce the death of Vice Admiral John P. Cur-

rier, USCG (retired), who passed away on Sunday, 1 March 2020 in Traverse City, MI at the age of 68.

VADM Currier was born in Westbrook, Maine, and was commissioned from Officer Candidate School in 1976. He was designated a Naval Aviator in 1977. An alumnus of the University of Southern Maine, he held a Master's in Business Administration from Embry-Riddle University. He was a 1996 graduate of the U.S. Air Force Air War College and held a Level III Acquisition Program Manager certification.

During his career, VADM Currier stood the watch at six Coast Guard Air Stations. He was designated an Aeronautical Engineer in 1982. Other assignments included Deputy Program Manager (Engineering) for the Coast Guard and Navy HH-60H/J joint helicopter acquisition at the Naval Air Systems Command, and Chief of SAR Operations & Director of Auxiliary for the Ninth Coast Guard District. VADM Currier served as Commanding Officer of Air Stations Detroit and Miami, then the world's busiest air-sea search and rescue unit. Subsequently, he was assigned as Pacific Area Chief of Operations, then Area Chief of Staff.

Promoted to Flag rank in 2005, VADM Currier served as Assistant Commandant for Acquisition at Headquarters, then as Commander of the Thirteenth District in the Pacific Northwest. He assumed the duties of the Coast Guard's Chief of Staff in 2009, later transitioning that position to the Service's first Deputy Commandant for Mission Support. VADM Currier assumed duties as the 28th Vice Commandant in May 2012 until his retirement in May of 2014.

VADM Currier was a veteran aviator with over 6,000 flight hours in Coast Guard and Navy fixed and rotary-wing aircraft. He was the 23rd Ancient Albatross, the longest serving Coast Guard Aviator on active duty. His professional recognition includes the Harmon International Aviation Trophy, the Alaska Air Command SAR Pilot of the Year Award, American Helicopter Society, Fredrick L.

Feinberg Award and the Naval Helicopter Association SAR Aircrew of the Year, all awarded for hazardous rescue missions.

VADM Currier is survived by his wife, the former Mary Jane Greenleaf of South Portland, Maine, and their two sons, Benjamin and Andrew.

A funeral mass will take place at 1100 on Friday, March 6, 2020 in Traverse City, MI at St. Joseph Catholic Church with a visitation beginning at 1000. A second Memorial Mass will be held at 1100 on Friday, April 17th in Westbrook, Maine at St. Anthony of Padua Catholic Church. Final interment will be in Arlington National Cemetery on a date to be determined.'



## CGC ELMER STONE ( WMSL 758 ) CHRISTENING

By Ptero Past Prez George Krietemeyer, Aviator 913

Across the Atlantic" in the NC-4 aircraft, his namesake surface vessel - CGC ELMER STONE - a Legend Class National Security Cutter, will start operating from her homeport of Charleston, SC.

On 29 February, 2020 a gaggle of Pterodactyls flew into the Ingalls Shipbuilding facility in Pascagoula, MS. to observe the christening of this new Coast Guard vessel. They roosted in their reserved front row seats and watched as their titular leader, ADM Charles Ray - the reigning Ancient Albatross - spoke in glowing terms about their first member, Coast Guard Aviator # 1-LT Elmer "Archie" Stone. ADM Ray told the story of that arduous flight which took 11 days and several open sea landings to accomplish while the entire world watched with great anticipation to see if men could cross an ocean in a flying machine.

The Commandant-ADM Karl Schultz (a sailor) spoke at great length about the value of our ship-helo teams in conducting drug interdiction missions in both the Atlantic and Pacific Oceans. He proudly proclaimed that the Coast Guard had interdicted over 2 million pounds of cocaine, valued at over \$24 Billion, in the last four years. He credited the NSC's and their assigned helicopters and drones with locating and stopping the lion's share of the captured drugs.

The STONE is the ninth NSC in the Coast Guard fleet. She is 418 feet long, has a beam of 54' and can operate at 28 knots. She has a combined Diesel and Gas propulsion system with a range of 12,000 nautical miles and an endurance of 60 days. Armament consists of one 57mm gun, a Phalanx Close-in Weapons System and 50 cal. machine guns. Helicopters and Scan Eagle drones are available on most missions. See Photos on P. 24.



Elmer Stone will soon be cruising on the Atlantic Ocean again. In 2021, one hundred and two years after his successful "First Flight

## MH-65E Begins Full-Rate Production

By Ptero LCDR Christian Polyak,  
Aviator 3805, Aviation Logistics  
Center

Department of Homeland Security approval for full-rate MH-65E production was granted on 14 November 2019. One week later, on 21 November 2019, the U.S. Coast Guard Aviation Logistics Center (ALC) Short Range Recovery (SRR) Product Line inducted CGNR 6522 and formally began a five-year conversion process aimed at modernizing and sustaining the SRR fleet of 98 MH-65 helicopters. This milestone represents nearly a decade of development, integration, and testing by dedicated Coast Guard engineers and operators with support provided by key DoD and industry partners. The MH-65E will meet all requirements to operate in the Federal Aviation Administration's next generation airspace system, will address system obsolescence and reliability concerns, and will permit airframe operation to 30,000 flight hours.

The MH-65E represents the final two discrete segments (DS-6 and DS-8) of a modernization program that began nearly 20 years ago with the decision to replace the HH-65B's LTS-101 engines with Turbomeca Ariel 2C2 engines. The re-engineing of the HH-65B, referred to as DS-1 (FY04-FY08), resulted in a model designation change to the HH-65C and significantly improved the reliability and single engine performance of the H-65 platform. DS-2 (FY07-FY09) saw the addition of seven aircraft to the SRR fleet for the stand-up of the National Capital Region Air Defense Mission. DS-3 (FY07-FY12) updated communications and sensor systems to support Airborne Use of Force and resulted in a type designation change to the MH-65C. DS-4 (FY08-FY15) integrated a dual digital inertial navigation system and resulted in a model designation change to MH-65D. DS-5, a shipboard helicopter secure and traverse system, was canceled. DS-7, the integration of an improved RADAR, was canceled, however a new search/weather RADAR is provided with DS-6 which provides logistics commonality with the MH-60T. It is DS-6 (FY10-FY24), a major avionics modernization program, which encompassed the majority of the engineering and development effort required to convert the MH-65D to the MH-65E. DS-8 (FY18-FY24) extends the helicopter's service life from 20,000 flight hours to 30,000 flight hours through the replacement of targeted structural components.

DS-6 is primarily focused on improving the reliability of the helicopter's Automatic Flight Control System (AFCS) and replacing analog avionics components

with a digital "glass" cockpit. AFCS reliability is being addressed through a holistic approach which includes replacing ALL wiring for the first time in the H-65's service life, a redesign of the AFCS control panel, and modifications to key AFCS components such as the AFCS computer and the yaw and collective parallel servos to improve reliability and replace high-time and obsolete components. The digital "glass" cockpit integrated into the MH-65E is designed by Collins Aerospace and is known as the Common Avionics Architecture System (CAAS). CAAS is also installed in the MH-60T and a variety of other DoD rotary-wing platforms. The MH-65E inherited the MH-60T CAAS baseline, and over the past four years, has refined system performance and added additional functionality through 15 iterative versions of developmental software. The final product dramatically improves aircrew situational awareness, improved flight director performance, and offers new functionality such as GPS approach capability and Automatic Dependent Surveillance Broadcast (ADS-B) out functionality. Additionally, DS-6 includes redesigned instrument panels, center consoles, and a remanufactured avionics rack to accommodate avionics hardware changes. Each of these components increases the design limit and crashworthiness of the MH-65, making it a safer and more robust helicopter.

DS-8 is being completed concurrent with DS-6, and will allow for service life extension to 30,000 flight hours. As a result, the MH-65E is poised to support Coast Guard missions until 2040, at which point the H-65 will be 50+ years old. DS-8 requires the replacement of the upper and lower nine degree frames, side panels, floor boards, canopy, and center console support assemblies. To minimize the operational impact of modernizing an operational fleet of aircraft, conversion work for DS-6 and DS-8 is being completed during each aircraft's scheduled Programmed Depot Maintenance (PDM) availability period at the ALC. Legacy MH-65D PDM was a 170-day process. The conversion of an MH-65D to an MH-65E during its PDM process will be completed in 187-days. The addition of an 11<sup>th</sup> aircraft into the PDM flow and nearly 60 contractors to the SRR Product Line have allowed for schedule compression in legacy phases of PDM (disassembly, paint, hull, assembly) and the addition of a new 34-day rewire phase. PDM induction and delivery will continue to occur on a 17-day interval with approximately 22

MH-65E's built and delivered per year.

While ALC tackled the MH-65E design, certification, and production preparations over the past 10 years, ATC Mobile has been refining Operational Tactics, Techniques and Procedures for the past two-years with two pre-production MH-65E aircraft. As a result, the MH-65E is being delivered to the fleet with a complete set of flight manuals, maintenance manuals, and a fully-operational simulator which will be used to transition pilots during a three-week resident syllabus at ATC Mobile. Aircrew training will also be provided at ATC Mobile and the maintenance training will occur at the Aviation Technical Training Center in Elizabeth City, NC.



MH-65E CGNR 6594 cockpit layout



MH-65E CGNR 6522 rewire phase

The excitement at ALC is palpable as the SRR Product Line and contributing support divisions each recognize the increased capabilities and reliability that the MH-65E will deliver to the fleet. The first operational unit to transition will be Air Station Houston, which is scheduled to receive its first MH-65E in early June 2020 and will see the departure of its final MH-65D in late July 2020. CY2020-2021 MH-65E deliveries will follow at Air Stations Miami, Port Angeles, Corpus Christi, Barbers Point, North Bend, and HITRON. Conversion of the entire SRR fleet is expected to be complete in CY2024.





# The Long Blue Line: 100 Years Ago—Coast Guard opens Air Station #1 at Morehead City

By Ptero John "Bear" Moseley, Aviator 743, CGAA Historian Emeritus & William Thiesen, Historian, CG Atlantic Area

worth of Coast Guard aviation. It was closer to the Graveyard of the Atlantic at Cape Hatteras, where there would be more opportunities to lo-

the station. In late 1920, the Navy requested Stone's services in connection with aircraft catapult development and Coast Guard Headquarters approved the request, so Stone had to report for duty to the Washington Navy Yard.

The Naval Appropriation Act of 1916 provided the authorization, but not the funding, for 10 Coast Guard air stations. These air stations were to be located along the coasts of the Atlantic, Pacific, Great Lakes and Gulf of Mexico. On March 22, 1917, the first Coast Guard aviators graduated from Pensacola Naval Aviation Training School. Lieutenant Elmer Stone became Coast Guard Aviator #1 and Naval Aviator #38 and other Coast Guard aviators would follow.

On April 6, 1917, the United States entered World War I and the Coast Guard was transferred from the Treasury Department to Navy control. Meanwhile, the establishment of CG aviation was put on hold during the hostilities. The armistice was signed on November 11, 1918, but it would take nearly a year, in August 1919, before the CG was returned to Treasury.

LCDR Stanley Parker had been the Commanding Officer at Naval Air Station Rockaway during the war and helped prepare the famed aircraft NC-4 for the historic first flight across the Atlantic. With the return of the Coast Guard to the Treasury Department, LCDR Parker became Aviation Aide to CG Commandant William Reynolds. Parker turned his attention to the use of aircraft in saving life and property along U.S. coasts and in the seas contiguous to them. He advised the commandant to establish of a Coast Guard air station to prove the importance of aviation for search and rescue missions.

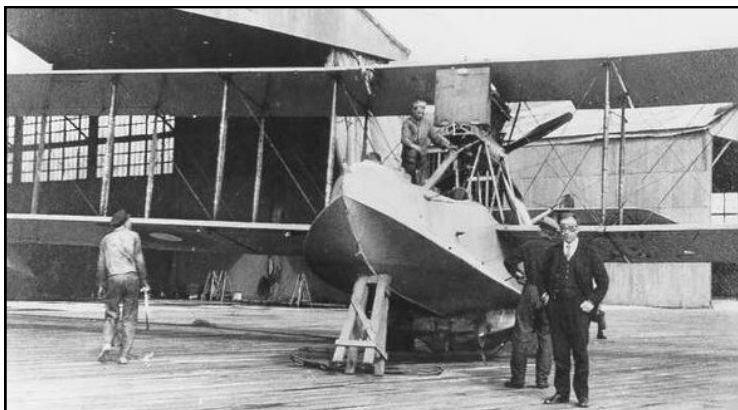
Parker convinced Commandant Reynolds to re-introduce aviation to the Coast Guard. Despite the lack of officers in the Service, LCDR William Wishar and LT Carl von Paulsen were assigned to the first post-war flight school at Pensacola Naval Air Station. Inquiries were made with the Navy regarding surplus aircraft and naval installations. The Coast Guard was given the choice of two locations: Key West, FL and Morehead City, NC. LCDR Parker informed Wishar he would be assigned commanding officer of the new CG Air Station and requested his views on location. Wishar recommended Morehead City as "best suited to prove the

cate vessels in distress, derelict menaces to navigation, and vessels ashore on Diamond Shoals, Lookout Shoals and Frying Pan Shoals.



Chart showing the location of Morehead City at the southern end of North Carolina's Outer Banks. (City-Data.com)

Parker informed the Navy Department that the Coast Guard had selected the Morehead City facility. The Navy transferred control of the Morehead base to the Coast Guard and honored the Service's request for aircraft. The Navy transferred six "flying boats" to the Coast Guard for use at Morehead. These included five HS-2L Curtiss flying boats and two Aeromarine 40 flying boats. The Coast Guard commissioned the Morehead City air station on March 24, 1920.



An HS-2L flying boat loaned by the U.S. Navy on the ramp at Morehead City. (CGAA).

Parker's former executive officer at Rockaway Naval Air Station, LCDR Charles Sugden, was assigned temporary duty as commanding officer while Morehead was being outfitted. LCDR Stone was given the responsibility of overseeing the testing and reconditioning of the HS-2L flying boats assigned to



Staff at AIRSTA Morehead City in July 1921 in front of a flying boat and hangar. Officer in center is William Wishar with another officer and enlisted men standing in the hot summer sun. (U.S. Coast Guard)

In January 1921, Wishar reported to Morehead City and relieved Sugden and Von Paulsen reported in about the same time. Other officers assigned to Morehead were LCDR Robert Donohue, executive officer; and LT Edward Palmer, engineering officer. Enlisted men assigned to Morehead included enlisted pilots Warrant Gunner Charles Thrun, Warrant Machinist Walter Anderson and Chief Quartermaster Leonard Melka; and nearly 20 additional enlisted men to maintain the aircraft.

Upon establishment of Air Station Morehead City, a Headquarters directive assigned duties and responsibilities in order of priority:  
 Saving life in coastal regions and adjacent waters.  
 Saving property in coastal and adjacent waters.  
 Enforcement of laws and assisting federal and state officials engaged therein.  
 Transportation of officials to remote areas if time precluded the use other means.

Assisting fishermen by spotting schools of fish.

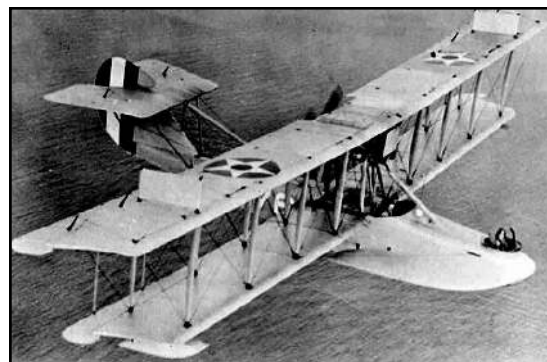
Surveying and mapping.

The HS-2L flying boats fell far short of later aircraft. Range was a limitation and, as a result, gasoline and oil were stored in drums at strategic locations in the aircraft's operat-

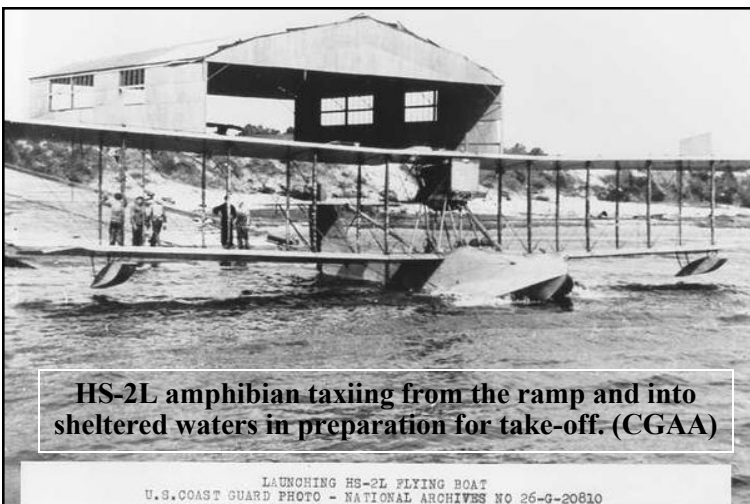
ing area. Engine failures happened regularly while the air station was in operation. On board the HS-2Ls, space to carry a rescued or ill person was very limited. However, the Morehead facility did prove the capacity of amphibian aircraft to patrol and fly from bays and inlets and, in some cases, the open seas. In a summary of Morehead City's activities, Commandant Reynolds, reported to the Secretary of the Treasury that:

*The application of aviation to the uses of the Coast Guard in the direction of saving life and property from the perils*

*of the sea, in locating floating derelicts along our coasts, and rendering other kindred services, can now be regarded as an assured proposition. A Coast Guard aviation station has been established at Morehead City, NC, at practically no expense to the government. The aircraft in use are the Navy H-S flying boats and the station is conducting experiments with the view of furthering the effectiveness of aircraft to life and property saving purposes. It is earnestly recommended that the Congress give its support to the development of*



Aerial photo of an HS-2L airborne with crew member occupying forward cockpit. (Navy History & Heritage Command)



HS-2L amphibian taxiing from the ramp and into sheltered waters in preparation for take-off. (CGAA)

LAUNCHING HS-2L FLYING BOAT  
U.S. COAST GUARD PHOTO - NATIONAL ARCHIVES NO 26-G-20810

*this activity for Coast Guard purposes.*

Morehead City Air Station proved its worth, but Congress failed to appropriate funding for its continued operation. The air station remained in commission until July 1, 1921, when its men were transferred to other assignments. The

Coast Guard returned the loaned aircraft to the Navy, which declared them obsolete and destroyed them. There would be no further Coast Guard aviation activity until 1925. That year, the Service established Prohibition enforcement patrols out of Squantum Naval Air Station, in Massachusetts, then the first permanent Coast Guard air station in Gloucester. Only five out of the 11 Morehead City pilots ever returned to flight status.



## Ancient Al #25 Letter to Pteros



The christening ceremony for USCGC STONE last month was a perfect example. This event was a career highlight for me, as an aviator and a Coast Guardsman. We may get a 12 pack of these beautiful ships when the dust settles, and one of them will always bear the name of aviator No. 1. Elmer Stone certainly earned this distinction, and I highlighted his accomplishments during my remarks on the stage in Pascagoula. Elmer Stone had the vision to employ aircraft for Coast Guard missions, and the courage to carry on despite competing interests and skepticism. He was motivated by outcomes, more than advancement or accolades, and made truly historical contributions. Aviation history has been a centerpiece of Coast Guard history ever-since.

I was proud to see a flight of Pteros at the ceremony (and not surprised to see them at the reception). Our Ancient Order inspires the rest of the Coast Guard to document history, honor those who sacrifice, and reward our crews. It is no surprise that we were unanimous-

ly selected this year for the Alexander Hamilton award by the National Coast Guard Museum Association. Congratulations, and thank you all.

Semper Paratus!  
ADM Charlie Ray,  
Aviator 2311

Greetings fellow Pteros!

As some of you know, I am strapped in for another year as Vice Commandant. I was proud to be asked to continue leading our service, and am especially honored to keep serving as the Ancient Albatross. I treasure both responsibilities, particularly when they converge.





# USCG ATTC, AST "A" SCHOOL GRADUATES 1000<sup>th</sup> HELICOPTER RESCUE SWIMMER

By Ptero Joseph 'Butch' Flythe, Jr. P-2939

an Hopkins,  
Aviator  
3440A, and  
XO, LCDR  
Caroline

On 20 December 20 2019 AST "A" School graduated Helicopter Rescue Swimmer #1000. This momentous achievement crowns the now 35 year history of the Helicopter Rescue Swimmer Program in Coast Guard Aviation. From its beginnings at Air Station Elizabeth City on March 1<sup>st</sup>, 1985 with five graduates of US Navy Rescue Swimmer School in Pensacola FL, to its current strength of 390 duty standers across the country, the USCG Helicopter RS program continues to excel as the premier Helicopter Rescue Swimmer Program in the world.

The event began on the morning of Graduation day for AST Class 134-20 with a breakfast put on by the CGAA Silver Fins of Elizabeth city and sponsored by Capewell Aerial Systems, a prominent manufacturer of Coast Guard Aviation life support equipment. Over 50 former AST/RS (Silver Fins) and their families had breakfast with the graduating class and their families. The crowd heard presentations from the original RS program Master Chief, Ptero Larry Farmer, RS #06 and LCDR (Ret.) Steve Ober, RS #01. A historical picture powerpoint was put together for the event by AST1 Mario Marini, RS#144 and brought back many memories of the HH-3F and many other early program memories; not to mention the old HGU - 11P NAVY RS harness. Anyone who worked in one gets the same word when remembering ..... "OUCH".

After breakfast, the crowd moved into the new Fixed Wing Maintenance Hangar at ATTC for the formal graduation ceremony of Class 134-20 and the 1000<sup>th</sup> swimmer. The ceremony was hosted by ATTC CO, Ptero CAPT Bri-

Kearney, Aviator 4329. In attendance were senior staff representatives for Senator Tom Tillis and Senator Richard Burr. Over 100 active and former AST's and their families were also in attendance to show support for the new graduates. A framed coin and letter from CGAA President CAPT (Ret.) Mike Emerson honoring this occasion was presented to the staff by ASTCM (Ret.) Butch Flythe, RS #05.

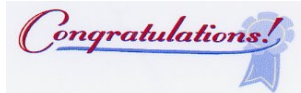
When the graduate receives their graduation certificate and promotion, the family comes up and pins the new AST3. Then the graduate walks down the line of instructors where he or she is presented their RS challenge coin with their number provided by CGAA Silver Fins. It was very fitting that LCDR (Ret.) Steve Ober, RS #01 presented the coin to AST3 Keegan O'Leary, RS #1000. All AST's, retired and active, looked on with pride.

These moments remind us that we should always be mindful and respectful for those that went before us and hopeful for those who come after. May these young AST graduates carry on the motto.. "SO OTHERS MAY LIVE." Good luck on your careers



RS #1000, AST3 Keegan O'Leary with RS #01, LCDR (ret) Steve Ober

RS#998 AST3 Gilligan, RS #999 AST3 Manson, RS #1000 AST3 O'Leary, RS #1001 AST3 Rafferty, RS #1002 AST3 Sobels, and RS #1003 AST3 Welter!



Class 134-20



AST's active and retired pose with Class 134-20. CGAA presentation frame up front.



## District 5NR Auxiliarists Augment Coast Guard Helicopter Crew Training

By Ptero Joseph Giannattasio, P-3021, AUXPA1 - 5NR



District 5NR Auxiliarists on UTL #279535 conduct rescue basket lowering & retrieval training with CG helicopter off Atlantic City, NJ. CG Auxiliary photos by Arthur Zack.



On April 21, 2009, Air Station Atlantic City and Small Boat Station Atlantic City jointly launched a program patterned after one in Oregon Inlet, NC where the Coast Guard provided a boat manned by Coast Guard Auxiliary members. A 27ft. Boston Whaler UTL (Utility Boat-Light) was acquired, designated UTL-AUX 279535, specifically modified with a rescue basket receiving apparatus in the vessel's aft. 21 Auxiliarists from District Fifth Northern currently participate in the program. Comprised of nearly 24,000 men and women, the Auxiliary is the uniformed volunteer component of the Coast Guard. It works within the Coast Guard in carrying



Viewed from MH-65C Dolphin Helicopter CGNR 6530, Division 08 5NR Auxiliarists on UTL #279535 conduct rescue basket lowering and retrieval training off Atlantic City. CGAux photo by Joseph Giannattasio.

out its noncombatant and non-law enforcement missions.

The Auxiliary teams initially trained with the helicopter lowering the rescue basket with the UTL in its trailer rack on open ground. Training also included classroom studies, practical exercises, and PQS requirements. Training progressed to where the UTL teams began practicing actual helicopter / surface operations in open water off the coast of Atlantic City, NJ with a BM1 accompanying training evolutions until the Auxiliary UTL Teams could forgo a Coast Guard presence.

There are five Auxiliary UTL Teams; each Team is composed of four members (1 Coxswain and 3 Crew) from within the district.

Over the years, team members have received numerous awards from both the Coast Guard and the Auxiliary. But these volunteer members do not do this job for awards or ribbons; they enjoy being able to actively support the Coast Guard in worthy missions.



### Enlisted Ancient Al #12 Report to Pteros



Greetings from the Enlisted Ancient Albatross. It's a new year and the Coast Guard is as busy as ever. I continue to marvel at the courage, dedication and professionalism of Coast Guard

men and women across the service.

During this period I have been active with the Coast Guard's latest vessel naming board charged with naming the last two National Security Cutters and the remaining Sentinel Class Fast Response Cutters. These cutters will be named after Coast Guard members that distinguished themselves as leaders, trailblaz-

ers and heroes. I had the opportunity to visit Coast Guard Air Stations New Orleans and Traverse City in recent months. While at Air Station New Orleans, I not only had the chance to muster with the crew, I was also able to formally recognize two unit members who recently earned the MH-65D



Air Station New Orleans Crew.



Basic Aircrewman Designation. While visiting Air Station Traverse City, I met with the command staff and attended the advancement ceremony for ASTC Jeff Lowe.

the United States Coast Guard.

Finally, congratulations to AST1 Nathan Newberg of Coast Guard Air Station Savannah and SK1 Emily Ford at Coast Guard Operations Bahamas Turks and Caicos



We celebrated the birthday of CDR Elmer Fowler Stone in January. CDR Stone was the United States Coast Guard's first designated aviator and was one of the two pilots to complete the first successful transatlantic flight on a Navy NC-4 flying boat. CDR Stone departed Rockaway, N.Y. on May 8th 1919 and arrived at Plymouth Harbor on the southern coast of England on May 31st 1919. He was awarded the British Air Force Cross, the United States Navy Cross and the Congressional Medal of Achievement for his accomplishment. He was an aviation pioneer and on February 29th, I had the pleasure of attending the christening of the Coast Guard Cutter Elmer Stone at Ingalls Shipyard in Pascagoula, MS. The Cutter Elmer Stone is the Coast Guard's ninth National Security Cutter, will be homeported in Charleston, SC and is the first cutter to be named after a Coast Guard aviator.

The Coast Guard rescue swimmer program reached a new milestone. Rescue swimmer number 1000 graduated from the Aviation Technical Training Center in Elizabeth City, N.C. on December 20, 2019. The prestigious program was officially established in 1984, with the first class of five members graduating in 1985. Coast Guard rescue swimmers maintain rescue and survival equipment and deploy from rotary wing aircraft to recover people in distress from the water and land. Their initial training remains one of the military's most physically and mentally demanding courses of instruction. There are currently over 360 rescue swimmers in

(OPBAT). Both members were meritoriously advanced by the Commandant, ADM Karl Schultz, on February 20th during the 2020 State of the Coast Guard Address. SK1 Ford played a vital role in coordinating logistics and triaging the injured for medical evacuation by Coast Guard aircrews in the wake of Hurricane Dorian. Her performance was above and beyond all expectations and enabled the assistance and rescue of hundreds after the tragic storm. Petty Officer Newberg was the rescue swimmer onboard CGNR-6544 during the early morning hours on September 8, 2019. Following careful planning and consideration with his crew, Petty Officer Newberg deployed from the aircraft to the 650ft cargo ship Golden Ray which overturned off the coast of Georgia. He assisted in the rescue of 20 crewmembers while the massive ship lay on its starboard side with over 4000 vehicles onboard. Adding to this achievement, Petty Officer Newberg received the Coast Guard Air Medal the following day for his performance linked to the Golden Ray. Outstanding job by both members and well deserved advancement. Semper Paratus!

Ptero Broderick Johnson, P-5068



## Pterogram Sighting



Ptero Art Ross, Aviator 1142, shows off his Pterogram at the Waitangi Treaty Grounds, Kerikeri, New Zealand on 12 January.

## Calling all 'Goat Herders'



Ptero Pete Heins, Aviator 1504

## Was Donald Duck in the Coast Guard?



During WWII, Disney Studios produced hundreds of logos for the US Armed Forces. Walt Disney created a special logo for the Coast Guard's 'Corsair Fleet.' The nickname 'Corsair Fleet' was given to thousands of Coast Guard and Coast Guard Reserve craft that patrolled the coast watching for U-boats and saboteurs. Does the logo above have any connection to the current logo of Air Station Port Angeles (see P. 1)?





## 2020 Port Angeles Roost Flight Plan

Dates: Monday September 21 through Thursday September 24, 2020 (The Roost has been moved up one day since the location for the Awards Banquet, the Vern Burton Center, was not available on Thursday due to a local event).

**\* Indicates items to be paid for with reservation.**

Headquarters: Red Lion Hotel. 221 N. Lincoln St. Port Angeles

Reservations 1-800-RED-LION (1-800-733-5466)

Motel has 168 rooms. We have contracted for 50 each night.

Premium rooms (water view) \$119/night.

Standard rooms \$99/night 40 rooms.

Attendees make their own reservations and pay the Red Lion. Ask for Roost rate.



Monday 9/21 events:

Check-in at motel

Peninsula Room – Hospitality Room. Manned Noon to Mid-night [note 1]

1700 – free shuttle to 7 Cedars Casino and 7 Brothers Restaurant. Return at 2200. Attendees can drive their own vehicle 20 miles one-way.

Tuesday 9/22:

Hospitality Room open 0700 to 2200

Black Ball Ferry to Victoria Departs 0815, returns at 1700 (two hour trip departs Victoria at 1500) [Note 2] Cost \$37 round-trip.

Whale Watching Cruise. Departs 1030 \$69 [note 3]

Welcome Cocktail Party Red Lion Ball Room 1800-2200. \$40\* [Note 4]

Wednesday 9/23:

Hospitality Room open 0700 to 2200 (closed during awards

dinner)

Golf Tournament and Golf awards lunch - \$77\*

Olympic Game Park in Sequim. Black Ball Shuttle \$30\* 0900-1130 [Note 5]

Hurricane Ridge trip. Large Black Ball Bus 1300-1700 \$25 \*[Note 6]

Awards Banquet/ Vern Burton Center. 1900-2200 \$60\* [Note 7]

Thursday 9/24

Annual Business Meeting Red Lion Ball Room 0900-1130

Check out Red Lion

Picnic and SAR Demo

CGAS Port Angeles 1230 – 1500. \$25\* [Note 8]

Note 1. Hospitality Room. Peninsula Room.

Will have registration desk and packets with local info. Pterodactyl store and for sale items.

Table and chairs set up for 50 seated.

Red Lion requires that all alcohol be purchased through them. Bar is adjacent to hospitality room and drinks are reasonable.

Note 2. Victoria Trip.

Passport or enhanced drivers license required.

342' LOA Ferry is family owned Docks in Victoria; walking distance from Royal BC Museum.

Attractive exchange rate 1\$ Canadian = \$.75 US

Walking to shopping.

Butchart Gardens shuttle and entrance is \$85 Canadian. It can be arranged with Black Ball.

Note 3 Whale Watching

Guaranteed

Whales. If

you don't

see one on

Wednesday

you can go

on next day.

4-5 hour trip

30 day in advance reservation price is \$69

Humpback whales

Note 4 Cocktail Party

Ballroom Red Lion

Reasonable drinks: Well liquor - \$5, house wine -\$7, Domestic beer - \$5

Note 5 Olympic Game farm

Can drive yourself – 15 miles to Sequim \$17 per person entrance fee.

Offering 20 person Black ball shuttle \$30

Unique experience. Drive through loose animals that you can feed whole wheat bread (sold on site). Elk, buffalo, llamas all loose. Caged bears, big cats etc. Shuttle windows go down so you can feed animals.

Note 6 Hurricane Ridge

16-mile drive up 6000 feet.

Great views.

Guides give interpretative talks.

Will have entertainment on bus as drive up is an hour.

Note 7 Awards Banquet.

Buffet "Northwest Celebration"

Burton Center is only place in PA that can seat over 200 people

Note 8 Picnic

CPO Mess will host. Weather permitting, will be on the beach. Planning helo hoisting SAR drill.







**Mail Call!** This issue's mail is brought to you by the Northrop RT-1 Delta "Golden Goose." The Coast Guard acquired a single RT-1 on 20 February 1935 as an executive transport for use of the Commandant as well as the Secretary of the Treasury. It was damaged in an accident in 1940 and was decommissioned that December and sold to a private company. The Coast Guard initially gave the RT-1 the serial number 382, and after October 1936, changed it to V-150.



Pictured above, on display in the Steven F. Udvar-Hazy Center of the Smithsonian National Air and Space Museum in Chantilly, Virginia, is a Marine Boeing Vertol CH-46 helicopter 153369 that was flown by LtCol John L. Pipa, USMC (Ret.) in Vietnam on Medevac and combat logistics missions in 1970. Circled in red in the upper right in the upper right is the Sikorsky CG HH-52A 1426 amphibious helicopter which was flown by CDR Thomas C. Schafer, USCG (Ret.) in St. Petersburg, Florida on Search and Rescue missions in 1969.

Other than being on display in the Museum, there is an additional link between these airplanes. Both LtCol Pipa and CDR Schafer made a career in their respective services, are good friends, and married sisters while in Flight Training.

What are the odds, two helicopters, from two different services, having been piloted by two Brothers-in-law, on display within feet of each other, in the Smithsonian?

Ptero Tom Schafer, Aviator 893

### 737 Max Accident Article Feedback

Where to begin? There has been much said and written about the causes of the two Boeing 737 MAX accidents, and as of this writing, the aircraft is still

grounded and discussions continue to take place on tangential issues as well as the MCAS focus.

I received precious little feedback from the article, but what I did receive was from extremely well-qualified 737 captains with a deep understanding of the aircraft systems and the actions of the infamous MCAS. A common thread to all I received and read was:

That the MAX was competing with the Airbus 321neo and was sold to airlines as a cost saving upgrade since additional simulator training would not be required. The MCAS was not considered important enough to highlight.

The dual sensor configuration was an option, and if not chosen, the software comparisons would not provide a discrepancy alert.

Boeing and FAA pilots did not consider reasonable response times when reacting to a MCAS failure.

Extensive accident investigations, ad hoc committee reviews, and numerous audits were performed. Perhaps the least partisan was that commissioned by the Transportation Department chaired by Lee Moak. Among the 29 recommendations and 10 findings, key were:

Even if Boeing was required to certify the MAX as a new design, it would not have produced a more rigorous scrutiny --- and not produced a safer aircraft.

MCAS was tested by Boeing and FAA certification test flights but did not consider combinations of mechanical and human failures. Had they done so, failure modes such as the single data source AOA failure the System Safety Analysis would be classified higher and caused design changes.

There were other findings re: FAA certification processes and coordination, including staffing.

My opinion of better systems understanding and a skill set that includes manual flying still holds. In similar vein to the "Children of the Magenta" American Airlines Safety lecture I previously mentioned, a reader penned a letter to AvWeek which supports the concept:

**MANDATORY MANUAL OVERRIDE** After reading "Boeing 737 Pilots

*Focus on Modified Procedures" (Dec. 23, 2019- Jan. 12, 2020, p. 12), I think that if I were an airline pilot today, I might be seriously considering a career change. At the very least, a prerequisite would be flying aircraft with an absolute minimum of computer-controlled flight/cockpit management systems, where I would be able to quickly select full manual override by flipping a simple and intuitive switch. All computer-controlled systems—whether for automated canned food production or flight management equipment—are software-controlled. Experience has shown that software-code writers cannot be expected to think of every possible event that may require a predetermined set of instructions written into the program. No checklist can be created by fallible humans to ensure that every conceivable possibility has been envisaged and suitably prepared for within automated system instructions. If, on top of this, the selection of manual override itself entails a convoluted set of instructions, we have a recipe for disaster.*

Then, in a subsequent blurb in the magazine, the following appeared:

*A modified A350-1000 performed automated takeoffs at Toulouse in December using a computer vision system as part of Airbus' Autonomous Taxi, Takeoff and Landing project.*

I know which type of system I would prefer. What is the Coast Guard's philosophy? How is it translated to systems requirements, design and operations across the fleet?

Ptero Art Wagner, Aviator 769

### More 737 Max Accident Article Feedback

The autonomous taxi, takeoff-and-landing (ATTOL) project is the first visible part of Airbus' work on a so-called fifth-generation flight deck, which is aimed at improving safety by

allowing a crew more time for decision-making. As part of the project, a modified A350-1000 performed eight automated takeoffs in December in Toulouse, using an image-recognition system. Landing trials followed in mid-January.

Airbus flight safety experts see the main goal for the design of a fifth-generation cockpit as enabling the pilot to become a mission manager. Information should be presented more synthetically, says Pascal Traverse, Airbus' general manager of autonomy technology. Typically, a primary flight display with parameters such as a speed scale could disappear for most of the flight.

- Takeoff and landing tests successfully used image recognition
- Fifth-generation cockpit nearing the drawing board

The electronic centralized aircraft monitor (ECAM, also known as the engine-indicating and crew-alerting system) usually recommends remedial actions. "Instead of telling the crew to shut down a pump, the ECAM would shut it down itself," Traverse says.

In a fifth-generation cockpit, the autopilot would be key. It would have more capabilities—such as coping with wind gusts—and therefore can be engaged throughout the flight. It would become even more reliable thanks to increased computer redundancy, Traverse explains. Enhancing the autopilot would allow an existing trend to continue. The A350 includes the latest progress in autopilot technology, as it remains engaged even though flight-envelope protection becomes active. Moreover, the speed brakes automatically extend after the aircraft surpasses 5 kt. above maximum operating speed.

In the fifth-generation cockpit, the size of the crew no longer would be a factor of safety, according to Traverse. A long-haul flight would need two pilots instead of three, but "reducing the size of the

## PREZ REMARKS From 2 It's like practicing for retirement!

I thank all of you who've made cash donations this year, and hope other members will join you. Please take a minute to visit [www.aoptero.org](http://www.aoptero.org) and look at everything we do. CGAA should be your favorite charity. Check out the Ptero Store too – ties are great retirement gifts.

I also thank our History Detectives (George, Mont, Bear, Tom, TK), and all of you who contribute to preserving USCG aviation history. Our unanimous selection to receive the 2019 Alexander Hamilton Award from the National Coast Guard Museum Association is a huge honor. We have also been nominated for the Armed Forces - Spirit of (Bob) Hope Award for outstanding patriotism and service to the United States. I like our chances!

Meanwhile, we continue to advance programs to recognize aircrew accomplishments, memorialize former aviators, mentor future leaders, and sponsor first class social and recreational events. Our Aviation Unit Coordinators for example, are formed up at many units and already adding value. CGAA members have also helped celebrate the recent christening of the CGC STONE, and prompted observance of the 100th anniversary of our FIRST air station, Morehead City, NC. Awards season is next!

More importantly, it's an election year - all crew positions are open, so break out your campaign checklists. The volunteers and the funds make the Magic! A late mentor told me that, then turned to leave and grumbled "Carry on" – my favorite phrase for uncertain times.

Be well! Mike



crew is not an objective," he says.

The ATTOL system is intended to give the crew more time and bandwidth to analyze a situation, regardless of the airport's landing aids. It would enable the aircraft to land automatically, while the crew looks at the situation as a whole.

"Airbus commercial aircraft use 4,000 airports, 1,000 of which have an instrument landing system [ILS], and only a few hundred runways are compatible with our autoland capacity," says Sebastien Giuliano, ATTOL project manager.

In 2013, in Birmingham, AL, a UPS-operated Airbus A300 freighter crashed, killing both crewmembers. The ILS was unavailable. The crew failed to properly configure the flight management computer and monitor the aircraft's altitude, the NTSB investigation found.

Satellite-based guidance does not allow autoland, but it can be seen as an alternative to ILS. However, loss of the signal from a global navigation satellite system is reported regularly.

With computer vision, the aircraft would no longer depend on an external system, Giuliano

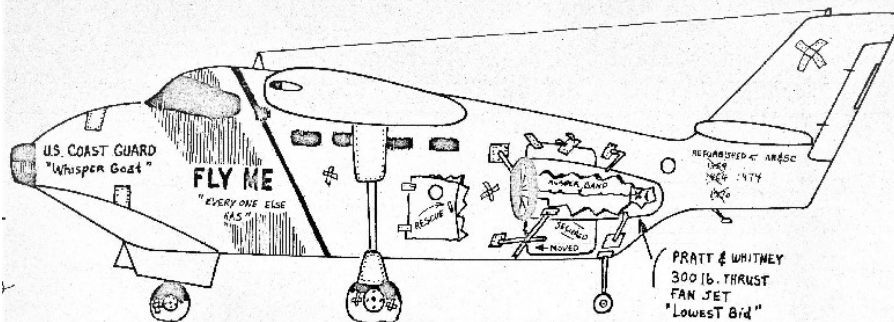
emphasizes.

The ATTOL project was launched in June 2018 for a duration of two years by Airbus UpNext, an organization that also manages the E-Fan X hybrid-electric demonstrator and Fello'fly project for fuel-efficient formation flight. One aim of the ATTOL system is to exploit the possibilities of image recognition when the system is close to the ground.

At the heart of ATTOL are a camera (mounted on top of the instrument panel and looking forward), image-processing algorithms and a control law. The system detects converging vanishing lines and deduces the runway's centerline.

The December flight test began with a deliberate 4-m (13-ft.) offset position before the brakes were released. The aircraft autonomously reached the centerline while accelerating. In a video released by Airbus, the copilot can be heard saying, "It is converging . . . overshooting . . . coming back on it."

Ptero Art Wagner, Aviator 769



**FOUND IN  
CGAS  
ELIZABETH  
CITY  
FLIGHT  
PLANNING  
ROOM  
OCTOBER  
1976  
BY  
HUGH  
O'DOHERTY**

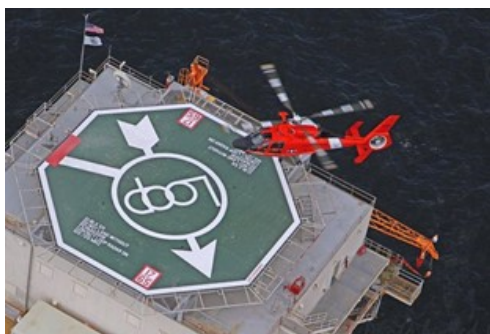


## Air Station New Orleans

By Ptero LT Joshua Wofford, Aviator 4569



Air Station New Orleans (NOLA) is a hidden gem among Coast Guard units. Many pilots assigned here aren't exactly sure what to expect before reporting, but upon arriving, their initial uncertainty quickly turns to excitement as they realize New Orleans is a city rich with history, unique character, and some of the most resilient people in the country. There are few cities in America where the sudden appearance of a sinkhole in a busy downtown street can spark a citywide celebration affectionately known as "Sinkhole De Mayo" or a place where the entire city shuts down for a week to celebrate Mardi Gras! New Orleans is also well known for having some of the best food on the planet. After eating flavorful dishes inspired by Creole, Spanish and French influences, food from other cities pales in comparison.



MH65 landing on the Louisiana Offshore Oil Platform.

The Air Station is strategically located in a small town southeast of the city in an area known as the "West Bank" due to its location on the western bank of the Mississippi River. Its location on a Navy Base offers numerous benefits (MWR, Commissary, Navy

Exchange) and provides outstanding housing options for families looking to live outside the city.

Air Station NOLA's Area of Responsibility (AOR) stretches 350 miles from the Texas-Louisiana Border in the West, to Apalachicola Florida in the East. As a part of the Coast Guard's Eighth District, we support the inland waterways of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems. The majority of the search and rescue cases originate in the Greater Louisiana Area and primarily involve supporting the offshore oil & gas industry, the commercial fishing industry, the Cruise ship industry and providing assistance to lost or injured hunters and recreational boaters. In an average year, we prosecute about 300 search and rescue cases that save or assist about 100 lives.

One of the unique challenges of this AOR is our offshore SAR response. The Louisiana Coast has thousands of oil rigs which give us the ability to conduct offshore cases that normally would be impossible to reach with the MH-65D. Our working relationship with many of the large oil rigs allows us to utilize them as refueling platforms as our aircrews hop from lily pad to lily pad during missions more than 200 miles off the Louisiana coast. These rigs act as a force multiplier, and are vital in life and death cases where the Coast Guard is the only rescue option. In addition to our offshore response, we play a key role in Urban Search and Rescue responses. In recent years, Baton Rouge was inundated with rainfall at a rate of 20-30 inches over three days. Our aircrews were the first to respond, navigating low ceilings, severe rainfall and hazardous urban conditions to save 345 lives from the perilous flooding over a 7 -day period.

During Hurricane season, New Orleans is always ready to respond, mobilizing crews to deploy to every hurricane threat in the Gulf Coast Region. In response to Hurricane Harvey, our crews were among the first to begin rescues in the hardest hit regions of Texas. The air station established a Forward Operating Base in Southeast Texas to support operations across the Houston and Southwestern Louisiana region. When the Florida Panhandle was struck by Hurricane Michael, the fourth strongest hurricane to make landfall in the continuous United States, NO-LA aircrews again responded in the middle of the night

to conduct rescues from businesses and homes completely leveled by the storm.

Since its commission 65 years ago, Air Station New Orleans has saved more than 11,000 lives and has been awarded 12 Meritorious Unit Commendations, five CG Unit Commendations, the distinguished Higgins and Langley Swift-water Memorial Award, and chosen by the Commandant of the CG to receive the Presidential Unit Citation.

If there was one word that could be used to describe our mentality, it would be flexibility. At any given moment, a crew conducting routine hoist training in Lake Pontchartrain could be re-tasked to respond to save a life. There are very few quiet duty days here, and we like it that way!

Find out more about us at:

<https://www.facebook.com/USCoastGuardAirStationNewOrleans/> and/or

<https://www.youtube.com/watch?v=b6FrCY4rXjM&feature=youtu.be&app=desktop>



Crews conducting Urban Search and Rescue Training at a local fire department facility.



## CGAA Local Coordinator Program

The Local Coordinator is established in order to promote the CGAA in the general region of Coast Guard Aviation Units as well as other selected locations. The purpose is to raise the profile of the Association, interact with former and active duty aviation personnel, recruit new members and have some fun!

The Local Coordinator represents the CGAA to the following:

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

Step up! Volunteer to be a Local Coordinator in your area. Contact Ptero National Coordinator Mark Benjamin at 231 642 1201 or [sbenjmar@aol.com](mailto:sbenjmar@aol.com)

### LOCAL PTERO COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Open		
Atlantic City	<b>Dale Goodreau</b>	<a href="mailto:dgoodreau1@comcast.net">dgoodreau1@comcast.net</a>	609 408 1934
ATTC Eliz City	<b>Butch Flythe</b>	<a href="mailto:jjflythe@mediacombb.net">jjflythe@mediacombb.net</a>	252 267 1709
Barbers Point	<b>Scott Harris</b>	<a href="mailto:snlvrhawaii@yahoo.com">snlvrhawaii@yahoo.com</a>	808 345 9484
Borinquen	Open		
Cape Cod	<b>Brian Wallace</b>	<a href="mailto:ccjblws@comcast.net">ccjblws@comcast.net</a>	508 888 7384
Clearwater	<b>Mark D'Andrea</b>	<a href="mailto:mark.j.dandrea@live.com">mark.j.dandrea@live.com</a>	727 288 6679
CG Academy	<b>Chris Lutat</b>	<a href="mailto:clutat@aol.com">clutat@aol.com</a>	901 830 0939
Corpus Christi	<b>John Pasch</b>	<a href="mailto:paschfam@gmail.com">paschfam@gmail.com</a>	504 236 6562
Detroit	<b>Bob Shafer</b>	<a href="mailto:robert.Shafer@cgauxnet.us">robert.Shafer@cgauxnet.us</a>	313 706 0840
Elizabeth City	Open		
Houston	Open		
Humboldt Bay	Open		
Jacksonville	<b>Kevin Gavin</b>	<a href="mailto:kpgavin5@gmail.com">kpgavin5@gmail.com</a>	904 808 3507
Memphis	<b>Steve Rausch</b>	<a href="mailto:rauschfamily@comcast.net">rauschfamily@comcast.net</a>	901 871 4702
Kodiak	<b>John Whiddon</b>	<a href="mailto:jbwiddon52@gmail.com">jbwiddon52@gmail.com</a>	907 942 4650
Miami	<b>Tex Coffey</b>	<a href="mailto:jimcoffey270@gmail.com">jimcoffey270@gmail.com</a>	757 333 1594
Mobile	<b>Gary Gamble</b>	<a href="mailto:Gary.e.gamble@gmail.com">Gary.e.gamble@gmail.com</a>	251 268 9203
New Orleans	Open		
North Bend	<b>Lance Benton</b>	<a href="mailto:lancebenton@me.com">lancebenton@me.com</a>	541 756 6508
Pensacola	<b>George Krietemeyer</b>	<a href="mailto:georgekriet@gmail.com">georgekriet@gmail.com</a>	251 648 6481
Port Angeles	<b>Jeffrey Hartman</b>	<a href="mailto:jhartman63@msn.com">jhartman63@msn.com</a>	360 531 3026
Sacramento	Open		
Salem	<b>Paul Francis</b>	<a href="mailto:paul.francis@tsa.dhs.gov">paul.francis@tsa.dhs.gov</a>	617 721 0639
San Diego	Open		
San Fransisco	Open		
Savannah	<b>Frances Messalle</b>	<a href="mailto:fmessalle@gmail.com">fmessalle@gmail.com</a>	571 581 5804
Sitka	<b>Dave Moore</b>	<a href="mailto:swift98b@aol.com">swift98b@aol.com</a>	907 747 5534
Traverse City	<b>Mark Benjamin</b>	<a href="mailto:sbenjmar@aol.com">sbenjmar@aol.com</a>	231 642 1201
Washington	<b>Joe Kimball</b>	<a href="mailto:joekimball65@gmail.com">joekimball65@gmail.com</a>	703 347 1330



Cape Cod Coordinator Brian Wallace (R), Aviator 1259, included wives in the December breakfast.



### LOCAL ACTIVITIES



Most recent highly successful Cape Cod Breakfast gathering



Clearwater Coordinator Mark D'Andrea represented CGAA at a celebration of life for CAPT (ret) Don Bellis. Don was CO of ATC Mobile in the late 70's and passed in November. L-R, Mark D'Andrea 2359, Jeanie Bellis, Ptero Roger Adams P-2685. The grandchildren shared stories about how they would hound Don to tell & retell stories of what he did and rescues he & his crews made during his long career.





John Mills sent this photo of the display he uses at the Corpus Christi monthly gatherings. The framed items are commemorative coins and patches from Apollo 11.



Featured speakers were: CAPT Good (L), Support Center CO, and Ptero Life Member, CAPT Bryan Dailey 3354, Air Station Kodiak CO.

Opening remarks at the annual Chamber of Commerce Coast Guard Appreciation Dinner in Kodiak Alaska by Life Ptero and Acting Mayor of Kodiak, John Whiddon, Aviator 1731. In his welcoming speech John spoke about Kodiak being the 7th city in the U.S. designated by Congress as a Coast Guard City and how living on a remote island encourages us to all contribute and work together as one community. Dinner was attended by approximately 200 with roughly half being Coast Guard personnel and their spouses.



North Bend CO and Ptero life member Olav Saboe, Aviator 3462, hosted a Flight Suit Formal for all at Walt's Porterhouse on Elmer Stone's birthday. Left to right: North Bend Local Coordinator Lance Benton, 2548, Capt Sabo, and Don Strother, 2222, sporting his coveted RAF flight suit.

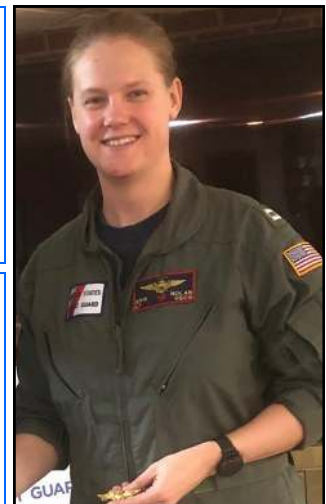


37 Pteros attended the February dinner hosted by the CPOA and the Air Station Traverse City Galley.



**TRAVERSE CITY**—Ptero LT Erin Nolan, Aviator 4692, recently completed MH-60 training. At the CGAA Monthly dinner in February she received a set of wings with "CGAA" engraved on the back to remind her of the rich history of Coast Guard Aviation and the Association's role in preserving that history.

ASTC (ret) Greg Caskie, Ptero P-4822, makes the rounds in the month of December Meals on Wheels in Traverse City. The route is a joint effort between the Air Station Chiefs Mess and the local Pteros. Greg then delivered a color photo like this to each of the 20 or so clients on our route.







**TRAVERSE CITY**--Twice monthly breakfast at Willie's Rear. From left front clockwise: New Ptero Life Member, CDR Chuck Webb, Aviator #3422F, CO, Air Station Traverse City. Tom Haase 1948, USAF COL (ret) Fritz Barrett, New Ptero Life Member and long-time CG Auxiliary member Mike Scott, P-5364. LT Eric Oredson, 4596. Skip Deacon, 3068.



**TRAVERSE CITY**--Lower front clockwise: Jim Johnson, P-2905A Air Auxiliary. Air Station Traverse City Command Master Chief, Bradford Young. Pete Lortz. Russ Gilbert P-2982. Diz Dalzell P-5047. Bill Biggar 1975.

### LOCAL SCHEDULED ACTIVITIES

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



**CAPE COD:** Breakfast gathering last Thursday of the month at 0830 at Marshland Too, 315 Cotuit Road, Sandwich, MA.

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

For more info contact Cape Cod Coordinator Brian Wallace at [ccjwblbs@comcast.net](mailto:ccjwblbs@comcast.net) or 508 888 7384.

**CORPUS CHRISTI:** Monthly luncheon. First Thursday of each month at 3pm. IHOP on Padre Island Drive. For more information contact Luncheon coordinator John Mills at 361 215 6941 or Corpus Christi Local Coordinator

John Pasch at [paschfam@gmail.com](mailto:paschfam@gmail.com) or 504 236 6562



**KODIAK:** Annual Kodiak Chamber of Commerce Coast Guard recognition dinner. Held during the month of February each year.

For information contact Kodiak Local Coordinator John Whiddon at [jwhiddon52@gmail.com](mailto:jwhiddon52@gmail.com) or 907 942 4650



**TRAVERSE CITY:** Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City, MI. Monthly Ptero dinners. Scheduled each month September thru May. Generally, these take place on a Thursday evening at 6 pm somewhere in the Traverse City area. For more information contact Traverse City Coordinator Mark Benjamin at [sbenjmar@aol.com](mailto:sbenjmar@aol.com) or 231 642 1201.



### Membership Database Update By CGAA Membership Database Manager Larry Hall, Aviator 1923

We have updated one and added three new entries to CGAA member profiles, which you can access and update via the member-only area of the aptero.org website.

1. Updated-Rank/Rate: The entry is now "Rank/Rate/CG Aux Office". Auxiliaryists can now indicate the elected or staff office that they hold.

2. Added-Aircraft Quals: Select from a list all military or civilian aircraft in which you are or were qualified, in any crew position-AC, Aux Air Crewmem-

ber, Aux Air Observer, BA, CP, DM, FE, FM, FP, LM, MSO, N, R, RS, SSO, TSO, etc.

3. Added-Mini Bio: **Briefly** describe your CG career-assignments, notable events, etc. If you were never in the CG or CG Auxiliary, we'd still like to know what you've done.

4. Added-CG Aviation Unit Affiliation: Select the CG aviation unit (s) that you're interested in supporting and would like to be notified for special events. This entry is especially important, as we want to make the CGAA more relevant to those who currently stand the watch and are actively investigating ways that we can accomplish meaningful interactions between CGAA and the commands.

Aircraft quals and unit affiliation are included in member entries in the online directory. Those and the mini bios will appear in the downloadable .pdf directory. That is why we ask for **brief** mini bios – the by-name section of the downloadable directory is already 186 pages!

Please contact [member-services@aoptero.org](mailto:member-services@aoptero.org) if you need to reestablish member-only access for your profile, if your service's proper rank/rate abbreviation is not listed, or if the aircraft quals list does not show one in which you were qualified.





## Coast Guard Aviation Association to Receive the 'Alexander Hamilton' Award



The National Coast Guard Museum Association proudly announces that the Coast Guard Aviation Association has been selected to receive the Alexander Hamilton Award in 2020. The award represents the most prestigious honor bestowed by the National Coast Guard Museum Association and is named for Alexander Hamilton who in 1790 established the Revenue Cutter Service—a predecessor of the U.S. Coast Guard. The award recognizes an individual or organization, which has provided outstanding support to the future National Coast Guard Museum.

Founded in 1977, The Ancient Order of The Pterodactyl, officially known as the Coast Guard Aviation Association, has grown to more than 1,500 members. Membership is comprised of active duty Officers and Enlisted, retired and former Coast Guard Aviation personnel, and supporters. One of their primary missions is to preserve Coast Guard Aviation history. They also put considerable emphasis on recognizing the accomplishments of the current Active Duty Aviation Force, and support Coast Guard Aviation at the National Museum of Naval Aviation in Pensacola, FL, and other appropriate museums.

As the result of the large invest-

ment of member sweat equity and financial commitment, the Association has an impressive list of accomplishments. These include supporting historical research for books and museums, creating a world-class website documenting the history of Coast Guard Aviation, providing support for numerous memorial monuments, and their most ambitious effort - The Phoenix project – they restored a museum quality HH-52A for display at the Smithsonian Institution's Udvar-Hazy Air and Space Museum in 2016. Additionally, they have been very strong advocates in supporting STEM Education through the Norm Scurria STEM Scholarship program.

Beginning in 2015, the National Coast Guard Museum Association brought together key Coast Guard affiliated partners, including the Pterodactyls, to form the Museum Exhibit Advisory Panel. This volunteer effort was instrumental in creating the major storylines for the future National Coast Guard Museum – Defenders of our Nation, Enforcers on the Seas, Lifesavers Around the Globe, Champions of Commerce, and Protectors of the Environment. The group also developed ideas for exhibits, stories, objects and experiences for each of these storylines.

Given that Coast Guard history spans nearly 230 years, this was a monumental challenge. In 2018, the Museum Association once again called upon educators, industry experts, and Coast Guard affiliated partners, including the Coast Guard Aviation Association, to join the Museum Education Initiative. For a year and a half, this group worked diligently to create an exciting and interactive visitor experience, as well as unique programming incorporating STEM education principals to engage every visitor from pre-school age to adults. We are proud to recognize the Coast Guard Aviation Association not only for their support of the museum, but also their continued dedication to preserving Coast Guard aviation history, supporting science and aviation education, and recognizing the devoted Coast Guard aircrew who risk their lives every day in service to our Nation.

“The Coast Guard Aviation Association has excelled in preserving history and recognizing the hard work and heroism of Coast Guard aircrews past and present.” said Admiral Robert J. Papp, Jr. USCG (Ret.), Vice Chair of the National Coast Guard Museum Association Board of Directors and 24th Commandant of the United States Coast Guard. “The Ancient Order of the Pterodactyl has been vital to our exhibit and program planning, and we look forward to continued collaboration as we bring the Museum to life.”

The award will be presented by Admiral Papp, in Washington, D.C. at the National Maritime Historical Association Awards Dinner on a date to be determined.

Past recipients of the Alexander Hamilton Award include: James J. Coleman, J.D. Power III, Boysie Bollinger and the Honorable Thomas J. Ridge.



*[Re-printed with permission from the 10 March 2020 edition of 'Stories that Matter,' a publication of the National Coast Guard Museum Association, Inc....Ed]*





## 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-2019 and early-2020 "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]

Graduate	Assignment	Graduate	Assignment
AET3 Stephen J. Bedwell	Clearwater	AET3 David J. Brooks .....	Miami
AET3 Nathanyal A. Johnson .....	Sacramento	AET3 Zachary D. King .....	Miami
AET3 Theodore G. Kirche	Clearwater	AET3 Chelsea R. Lord .....	Kodiak
AET3 Brendan P. Marks .....	Sacramento	AET3 Jordan D. Moore .....	Kodiak
AET3 Farris M. Suleiman .....	Elizabeth City	AET3 Nicholas M. Uhrich	Corpus Christi
AET3 Neil R. Weston .....	New Orleans	*AET3 Cesar. A. Pastorelli....	Mobile
AET3 Jared R. Bower .....	Sacramento	AET3 Clinton A. Carpenter	Barbers Point
AET3 Ryan T. Crowther .....	Sacramento	AET3 William H. Flowers	Sitka
AET3 Weston R. Lane .....	Corpus Christi	AET3 Rajendraneth R. Mahabir ...	Clearwater
AET3 Austin C. Strayer .....	Clearwater	AET3 Tommie H. Wade .....	Elizabeth City
AET3 Emily A. White .....	Mobile	AET3 Quinton B. Willis .....	Miami
AET3 Neil B. Wilson .....	Kodiak	*AET3 Christopher J. Irwin.....	Cape Cod
AET3 Derrian M. Angeles.....	San Francisco	AET3 Melissa D. Ball	Miami
AET3 Jason F. Bayang .....	Elizabeth City	AET3 Sean E. Benhart .....	HITRON
AET3 Kenneth R. Carpenter .....	Astoria	AET3 James C. Davis .....	Elizabeth City
AET3 Thomas V. Duong .....	Savannah	AET3 Benjamin C. Haynie .....	HITRON
AET3 Michael J. Herbranson .....	Borinquen	AET3 Austin R. Hurley .....	Mobile
AET3 Conrad A. Kapsner .....	North Bend	AET3 Austen J. Marshall .....	Port Angeles
AET3 Jonathan J. Pun .....	Mobile	AET3 Blake A. Rosson ....	Corpus Christi
AET3 Hunter D. Smith .....	Kodiak	AET3 Eric H. Zimmerman	Kodiak
*AET3 Sean T. Sattler ....	Sacramento	AMT3 Brian D. Bellamy...	Sitka
AMT3 Anthony D. Chambers .....	Miami	AMT3 Dylan J. Cornish	Kodiak
AMT3 Pedro L. De Leon-Rodriguez .....	Miami	AMT3 Samantha J. Duncan .....	Mobile
AMT3 Jared G. Garland.....	Detroit	AMT3 Kevin S. King.....	Kodiak
AMT3 Mitchell L. Kurtzman .....	Clearwater	AMT3 Jared L. Lengacher	HITRON
AMT3 Max C. Lomax .....	Elizabeth City	AMT3 Mason O. Rowatt	Clearwater
AMT3 Daniel F. Ruales	New Orleans	AMT3 John C. Suarez	Sacramento
AMT3 Adam P. Timberlake	Mobile	AMT3 Ashton G. Ward	Mobile
*AMT3 Christopher K. Brown	Cape Cod	AMT3 Dylan J. Burton	Cape Cod
AMT3 Keith K. Carlson	Kodiak	AMT3 Karissa M. Carver	Miami
AMT3 Steven B. Glasson	Sitka	AMT3 Jermaine A. Hernandez	Sitka
AMT3 George L. Hess	New Orleans	AMT3 Samuel T. Hoppe	Kodiak
AMT3 Richard C. Jordan	Corpus Christi	AMT3 Austin E. Migliore	San Francisco
AMT3 Luke G. Riley	Sitka	AMT3 Luke T. Rosendahl	Corpus Christi
AMT3 Alex J. Schaeffer	Kodiak	AMT3 Matthew A. Sevy	Mobile
AMT3 Zane N. Smith	Mobile	AMT3 Aidan P. Szabo	North Bend
AMT3 Christopher F. Williams	New Orleans	AMT3 Thomas M. Wolpert	Mobile
*AMT3 Matthew J. Berry	Atlantic City	AET3 Casey M. Flaherty	Atlantic City
AET3 Ian C. Harper	Cape Cod	AET3 William B. Hudgens	North Bend
AET3 Jackson D. Kumar	Elizabeth City	AET3 George N. Lane	Cape Cod
AET3 Bailey B. Luckenbill	Kodiak	AET3 Zachary E. Mitchell	Mobile
AET3 Raul A. Perez Rosario	Sitka	AET3 Daniel S. Radek	Elizabeth City
AET3 Alexander J. Ridenour	Atlantic City	AET3 Miles N. Scofield Selby	Port Angeles
AET3 Eric S. Sily	Kodiak	AET3 Jeremiah B. Turner	Miami
AET3 Ian D. Van Riper	HITRON	AET3 Kyle A. Walsh	Barbers Point
AET3 Yurell E. Washington	Miami	*AET3 Dax T. Vines	Kodiak
AST3 Ian A. Granski	Port Angeles	AST3 Curren T. Hinote	Borinquen
AST3 James C. Housley	Houston	AST3 Jeffrey J. Sober	North Bend
AST3 Benjamin T. Woodward	Detroit	*AST3 Dalton W. Jorgenson	Savannah



## 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 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: Officers \$20, Enlisted \$20)

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.

"SPRING SALE" at the Ptero Store. We must get rid of the centennial products from 2016 to make room for new items in 2020. Don't miss out!



With spring in the air, we have a great selection of light weight wind-breaker jackets with either the new CGAA Logo or your favorite aircraft embroidered on it. We also have the new CGAA necktie that can really add that special flavor to your dressy occasion. The color and style should go with nearly any suit or sport jacket. While you're at it, I hope you'll order magnetic name badges for you and your spouse. Not only do they look great but are easier for people to read than the ones we hand out at our Roosts with the "choker" neck lanyard that usually turn backwards anyway. The cost of making those nametags takes money away from the CGAA's ability to do all the good things we support. Please help us with this. Don't forget to share this information with your friends and family who might also want great Ptero gear.

Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at <https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>

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



**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**



**Mar 2020 Please make copies of this form and pass it on.**

**Total Enclosed: \$**

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
4881 Ricardo L. Rodriguez	Miami	4882 Aaron C. Black	Clearwater
4883 Nathaniel D. Hartt	Elizabeth City	4884 Faith C. Neff	Borinquen
4885 David M. Tirado Tolosa	Clearwater	4886 Mark A. Behne	Sacramento
4887 Ian J. Meyer		4888 Patricia M. Carrow	Clearwater
4889 William T. Cox	Borinquen	4890 Alan R. Crawford	San Francisco
4891 Rachel M. Nadell		4892 Joseph P. Rozycki	Sacramento
4893 Matthew J. Devlin		4894 Justin R. Lovell	Humboldt Bay
4895 Spencer M. Zwenger	Miami	4896 Jacob M. Scott	Barbers Point
4897 Alexander J. Hammac	Cape Cod	4898 Caleb J. Teachout	
4899 Miguel A. Cortez	North Bend	4900 Bryan P. Mcalister	Atlantic City
4901 Thomas J. Mcentee		4902 Gretchen M. Krause	
4903 Blake T. Krell		4904 Daniel J. Rudolph	Elizabeth City
4905 Steven W. Bickham	Elizabeth City	4906 Marina A. Lawrence	Corpus Christi
4907 Samuel J. Turk	Cape Cod	4908 Daniel W. Siders	
4909 Brent M. Schiffer	Mobile	4910 Clinton R. Adams	Mobile
4911 David A. Carrier	Traverse City	4912 Matthew J. McCammon	Traverse City
4913 Jessica L. Richardson	Detroit	4914 John R. Williams	
4915 Suzanna M. Peters			



The Ancient Order of The Pterodactyl  
1700 Douglas Avenue  
Dunedin, FL 34698

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**PAID**  
Woodbridge, VA  
PERMIT # 9



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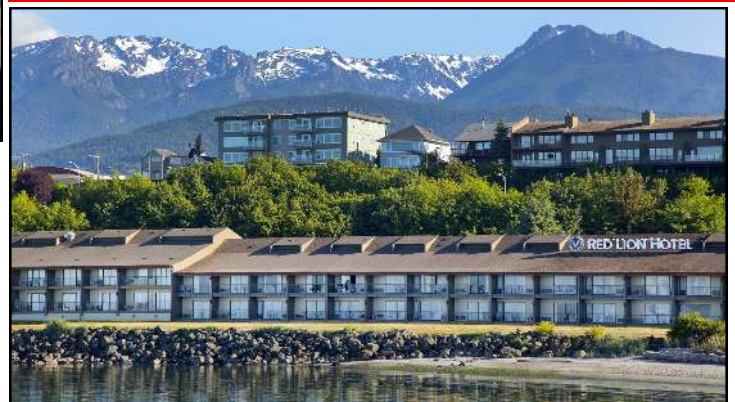


Ship Sponsor Laura Cavallo (center) christens *Stone* (NSC 9), the *Legend*-class cutter named for Cavallo's great uncle, Elmer "Archie" Fowler Stone, who was a pioneer in Coast Guard aviation. Also pictured (left to right) are Rep. Steven Palazzo (R-MS); Alexandra Stone Bongiorno, matron of honor; Ingalls Shipbuilding President, Brian Cuccias; Sen. Roger Wicker (R-MS) and Commandant of the Coast Guard, Adm. Karl Schultz. Photo by Lance Davis/HII.

See Story on P. 3.



Coast Guard National Security Cutter *Stone* (WMSL 758) is maneuvered to Berth 3 at Ingalls Shipbuilding after the ship's launch in October. Photo by Lance Davis/HII



2020 Port Angeles Roost HQ. See Story on P. 10.

MAIL Pg. 11



**THAT'S NOT  
ALL !!**