PTEROGRAM

Coast Guard Aviation Association

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

Sitrep 1-21 Spring 2021 AOP is a non profit association of active & retired USCG aviation personnel & associates

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Coast Guard Cutter Elmer Stone (WMSL 758) Commissioned

By Ptero Tony Hahn, Aviator 3158

March 19, Charleston, SC – a very windy morning symbolic of the conditions Elmer Stone faced throughout his service, CGC Stone was commissioned in a very professional and memorable ceremony officiated by the 26th Commandant, Admiral Karl Schultz. While COVID protocols required a much reduced and social distanced event, the ceremony itself maintained all the great traditions and revered ceremonial aspects of this incredibly important day. It was readily evident; STONE's crew had worked tremendously hard to get to this point – the day truly marked a wonderful milestone honoring Elmer Stone and his remarkable legacy.

Given the very special day for CG Aviation and despite limited allowed attendance, our aviation community was graciously provided a large presence by CAPT Adam Morrison, CO of STONE. Among the attendees were RADM (ret) Bob Johanson, Av. 869, the Enlisted Ancient Albatross - AMTCM Broderick Johnson, P-5068, CGAA president - Mike Emerson, Av. 2799, CGAA VP of Development and STONE Commissioning Committee member - Tony Hahn, and Quad Partite members - CAPT Carl Riedlin, Av. 3052, CAPT Kent Everingham, Av. 3225, CAPT Tom MacDonald, Av. 2970, and CDR Jeremy Denning, Av. 3757.

On behalf of CGAA, RADM Johansen gave a memory box to Ms. Alex Stone-Bongiorno, CGC STONE Matron of Honor. Additionally, Mike Emerson presented CAPT Morrison with an NC-4 replica model and a $500 check to help start the Cutter's Morale Fund. As a commissioning sponsor, CGAA also provided $2500 to fund key aspects of the ceremony along with plank owner plaques for the crew.

During his remarks, ADM Schultz was very complimentary of the crew and reflected that Elmer Stone's talents as an officer were built from his skills both as an Aviator and Cutterman. ADM Schultz noted Stone's legacy as an extraordinary innovator and charged the crew with professionally carrying out their missions & continuing the legacy of dedication and innovation exemplified by CDR Stone. Ms. Laura Cavallo, grandniece of Elmer Stone and CGC STONE sponsor, gave the words to "bring the ship to life" signaling the crew to man the ship – culminating a wonderful ceremony. *[See P. 20 & story on P. 2, 3, & 20 of Pterogram 1-20...Ed]*

Pforty-pfifth Ptero Roost Going 'Virtual' Again

2021 VIRTUAL ROOST

On 17 February, your Ptero Board reluctantly decided to conduct our 2021 Roost virtually. The State of Washington still has severe social gathering restrictions, Canada is still not allowing entry to tourists, and our intrepid Roost On-scene Commander, Ptero Jeffrey Hartman , Aviator 1128, PCS'd to Juneau, AK in March to reside with his son. Ptero Jay Crouthers, Aviator 1360, VP for Annual Gatherings, will be resurrecting his basement production studio for our virtual event, tentatively scheduled for Saturday, 13 November. Kudos to Jay for graciously agreeing to take on this daunting task again. Our 2022 Roost is currently scheduled 'live' 1-4 November in Corpus Christi, TX.

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 2021, 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):

Ahoy Pteros: "Why don't you just ask him for the money Eddie..God knows he can't take a hint!" Remember that one? I've been saying it a lot this year. The Executive Board has been as busy as ever, and we're spending money like Kardashians! I need your help.

Our 2021 agenda is loaded with projects to document historic milestones, recognize aircrew accomplishments, memorialize former aviators, mentor future leaders, and sponsor first class social and recreational events, and we need some stimulus money. These are a few calendar highlights that you may find interesting:

Celebrating Elmer Stone's 134th Birthday - "Aviation New Year" (January 22).
Champion for Commissioning of USCG Cutter STONE, WMSL-758 (March 19).
Competing for the annual Spirit of Bob Hope Award (April 1).
Coordinating ANC Heritage Walk for Aviation Commanding Officer (April 20).
Planning Ancient Albatross & Enlisted Ancient Albatross Changes of Watch at ALC Elizabeth City (April 22).
Expanding partnership with ASM Association to support Operation RESTORE WARRIOR assistance to distressed aviators (April).
Accepting Alexander Hamilton Award from Nat. Maritime Historical Society (May 6).
Inducting 16 Hall of Honor recipients in Erickson Hall at ATC Mobile (June).
Presenting a bronze bust to the Naval Aviation **SEE 'PREZ MESSAGE' on P. 5**

New CGAA Members Since 12/1/20. Welcome Aboard!

Ralph Abraham	Regular	P-5500	Don Berger	Regular	P-5508
Charles Booth	Life	2262	Eric Botnick	Life-Regular	P-5520
John Brinkerhoff	Regular	P-5476	David Cidale	Life-Regular	P-5526
Travis Crump	Regular	P-5497	COMO Douglas Cream	Life-Regular	P-5490
King E. David	Regular	P-5481	Drew Dazzo	Regular	RS-523
Miguel 'Mike' deMarcos	Regular	P-5518	Brandon deCardenas	Active	4717
John DeFeo	Regular	P-5496	Perry Ducote	Life-Regular	P-5523
James Duffley	Regular	P-5505	Kenneth Dupuis	Life-Regular	P-5514
J.R. Fellabaum	Life-Regular	P-5536	Vito Ferrera	Regular	P-5609
Davidson Fisher	Active	P-5605	Richard Flowers	Life-Regular	P-5493
Alan Franks	Regular	P-5507	Gregory Fucci	Regular	P-5522
Gary Garbe	Regular	P-5562	Hans Gehman	Regular	P-5540
Ronny Gehman	Active	RS-416	Lane Gormley	Regular	P-5494
Richard Grant	Regular	P-5613	Katherine Green	Life-Regular	P-5512
Rick Hamilton	Life-Regular	P-5492	David Hartley	Life	2824
Robert Hastie	Regular	P-5539	Nigel Haynes	Regular	P-5521
Catherine Heibel	Life-Regular	P-5555	Sidney Hill	Regular	P-5501
Parks Honeywell	Regular	P-5509	Vicki Hudson	Life-Regular	P-5525
Kenneth Jacobs	Life-Regular	P-5516	Max Johnston	Regular	P-5559
Sean Jones	Life	P-5503	Martin Jordan	Regular	P-5608
Thomas Koebele	Regular	P-5529	Kyle Kopec	Regular	P-5535
Michael Kortering	Life	P-5517	John C. Krogman	Regular	P-5504
Peter Kuhn	Regular	P-5511	Barry Kyper	Regular	P-5556
Shawn Landa	Life	P-5506	Dick Lavanture	Life-Regular	P-5502
Danny Lee	Life-Regular	P-5487	Daniel Long	Life-Regular	P-5548
Michael Lowe	Regular	P-5557	Kirk Machovec	Regular	RS-56
Alex Malewski	Life	P-5479	George Manos	Life-Regular	P-5549
Glen Marshall	Life-Regular	P-5524	Carl Mathews	Regular	P-5550
John A. Mccorry	Regular	P-5530	Glenn McGinnis	Regular	P-5498
John Mizzone	Life	P-5542	Dawn Muller	Life-Regular	P-5615
J. Francisco Molina Garcia Plaza	Regular	P-5537	Michael Moore	Regular	P-5546
Martin Nelson	Life	RS-251	David Oehler	Life	P-5489
Clifton Ogden	Life-Regular	P-5528	Gary Padussis	Regular	P-5554
Thomas Pappas	Life	P-5510	Stephen Parker	Regular	2247
Steve Pegram	Life-Regular	P-5547	Jacob Pitkin	Active	4828
Erik Podszus	Regular	P-5541	Gregory Raczniak	Life-Regular	P-5477
Jessica Richardson	Active	4913	Robert Rippel	Regular	P-5532
David C. 'Hoss' Robertson	Life	P-2925	Jim Romero	Life	P-5527
Nicholas Saccenti	Life	P-5534	Brandon Sayer	Regular	P-5483
Gerald Schembri	Life	P-5553	Robert Searl	Regular	P-5531
Michael D. 'Mike' Smith	Life-Regular	P-5499	Robert Owen Smith	Regular	P-5551
David Sorenson	Regular	P-5515	William Strawn	Life-Regular	P-5565
R.W. 'Tommy' Thomas	Regular	P-5519	Alexander Urciuoli	Regular	P-5513
Daniel Van Hise	Life	P-5544	David Warner	Active	RS-563
Marvin Williams	Life-Regular	P-5543	David Witherspoon	Regular	P-5552
Frederick Wolf	Life-Regular	P-5564	Anne Wright	Regular	P-5545

Coast Guard Engineer of the Year Announced


CG Photo

On 24 November 2020, the Commandant announced the winner of the 2020 Coast Guard Engineer of the Year Award, CDR Matthew Walker, Aviator 3724. As the Engineering Services Division Chief at the Aviation Logistics Center and while serving as the Engineering Technical Authority (ETA), CDR Walker oversaw the airworthiness program of the entire Coast Guard Aviation Fleet covering seven different aircrafts. In doing so, he led 59 engineers through airworthiness assessments of aircraft in depot maintenance to include configuration management and engineering technical approval for upgrades to the MH-65E variant. Additionally, CDR Walker spearheaded the review of CG airworthiness and engineering processes, culminating in the continuance of the Coast Guard's National Airworthiness Council Certification. This noteworthy contribution is a direct reflection of CDR Walker's leadership and engineering acumen. Furthermore, he developed key Aircraft Structural Integrity Program (ASIP) goals for the HC-144, providing data to support key future engineering decisions. He also oversaw the development of a special tool for on-wing HC-144 structural repairs, earning a U.S Patent. Looking ahead, CDR Walker identified the need for a Cyber and Platform IT (PIT) Program Manager in aviation, leading to the establishment of a Cyber and PIT aviation graduate program track which will bring these critical skill-sets to aviation sustainment. In response to the COVID-19 pandemic, he led the development of risk mitigation strategies in maintenance and operational procedures resulting in tested, developed, and promulgated written guidance while adhering to engineering principles.

CDR Walker has a Master's Degree in Mechanical Engineering from the University of Florida and is a Registered Professional Engineer in Oregon.

An awards ceremony was held in Washington, DC on 18 February 2021. Additionally, as the Coast Guard Engineer of the Year, CDR Walker has been nominated for the National Society of Professional Engineers Federal Engineer of the Year Award.

Coast Guard AET1 Receives Association of Naval Aviation Award

CWO Cooper Photo

AET1 Shane Williams of Air Station Barbers Point was recognized as the Association of Naval Aviation RADM A.C. Read Navigator of the Year for 2020. He was presented the award by Air Station Barbers Point CO CAPT Andrew Eriks, Aviator 3259. AET1 Williams is joined by his daughter Sydney, wife Amber, and daughter Hayden. He competed against submissions from the USN, USMC, and USCG. Navigators in the USN and USMC are commissioned officers, so this is quite the feat for an AET1.

Citation follows:

The Association of Naval Aviation RADM A.C. Read Navigator of the Year Award is presented to the individual who has demonstrated outstanding skills and performance in the field of navigation while in flight and made significant contribution to improvements of navigation training and or navigation procedures. The award is named after Albert Cushing Read, Sr. who was an aviator and Rear Admiral in the United States Navy. He and his crew made the first transatlantic flight in the NC-4, a Curtiss NC flying boat.

PO1 Williams embodies the skill and commitment demonstrated by RADM Read during the admiral's first transatlantic flight. While assigned to the Aeronautical Engineering Department at Coast Guard Air Station Clearwater, FL, he logged 522 flight hours as a HC-130H Navigator in the execution of search and rescue, maritime law enforcement, and hurricane support logistics operations. A truly talented Navigator, his skill as a SELEX 7500E Seaspray surface search radar operator was essential to the interdiction of four panga-style and two low-profile drug smuggling vessels resulting in the apprehension of more than 1,650 kilograms of cocaine with an estimated value of over $141 million. Additionally, while on counter-narcotics sortie, PO1 Williams and his crew were diverted to search for a Columbian fishing vessel in distress. Without yet having a search action plan and only knowing the vessel's last-known position, he recommended conducting a sector search pattern with a 20 nautical mile radius opposed to the standard 10 nautical mile radius centered at that position. While maneuvering at the edge of the pattern, he detected a small radar return 18 nautical miles outside the search area. As the aircraft positioned to identify the return, his crew located a group of life rafts with survivors. PO1 Williams additionally detected a Columbian naval vessel 30 nautical miles away and vectored it to the survivors, ultimately saving six lives. Not just a skilled operator, he demonstrated a keen desire and commitment to improve the capabilities of the fleet by creating a training program designed to reconcile the HC-130H's covert posture requirements with the SELEX radar's capabilities and limitations to maximize maritime law enforcement patrol operations. His actions reflect great credit upon himself and are in keeping with the highest traditions of the U.S. Navy and U.S. Coast Guard.

Sector North Bend – More Than Just Maritime SAR

By LTJG Jordan Long, Aviator 4746

Oregon's coast is well known for its beautiful state parks, rocky cliffs, and scenic highways which meander from the California border up to the Columbia River. While undoubtedly beautiful, the surf, extreme weather, and unforgiving terrain can make exploring and living in Western Oregon extremely hazardous. Sector North Bend's AOR covers 220 miles of majestic Oregon coastline and is manned by the 468 Officers, Enlisted, and Civilians who operate the five MH-65D helicopters & 14 47' motor lifeboats, and support personnel who keep everything running. On the air side, a ready crew at the Sector and another crew at Air Facility Newport are always on duty. On the surface side Sector North Bend includes six Surf stations, two SARDETs, the CGC ORCAS, and Aids to Navigation Team Coos Bay. Last year, Sector North Bend's Surf Stations certified 70% of the fleet's Surfmen and the CGC ORCAS won the Hopley Yeaton Cutter Excellence Award.

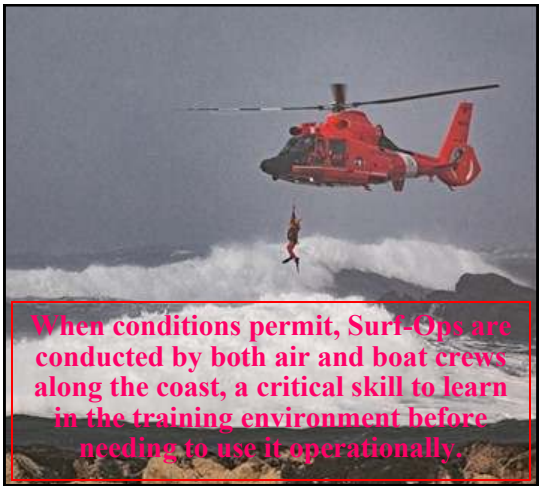
An MH-65D crew out of AirFac Newport rescues six surfers in distress in the vicinity of Yaquina Head, Newport. Shoreline & Vertical Surface rescues have become commonplace at Sector North Bend and are practiced routinely.

In addition to the bays, sand dunes, and coastal cliffs, Sector North Bend's AOR also covers Oregon's coastal mountain range. While inland SAR is not our primary mission, the geographic expanse, remoteness, and lack of other readily available assets means that we are regularly requested by the state of Oregon to assist with inland SAR; often they are scenarios that fall well outside the Coast Guard's maritime missions.

In order to mitigate risks and best prepare our crews, our training regime has been expanded to reflect the real-world scenarios and situations that we are often called upon to execute. Our instructors at Air Station North Bend have reinvented what 'standard' training is, mostly out of operational necessity. Offshore maritime proficiency, vertical surface hoisting, and mountainous confined area training have been combined to create a comprehensive program that has developed the required protocols and crafted the skillsets needed to safely conduct SAR operations throughout all of our challenging AOR.

Winter months at Sector North Bend often mean wildly unpredictable storms, record breaking sea conditions, and damaging winds. When the conditions are right, air and boat crews come together to capitalize on the training aspect of these harsh conditions through a local surf training program. Utilizing the experience and knowledge of our Surfmen, Advanced Helicopter Rescue School (AHRS) graduates, and rough bar conditions we have put together a program where MH-65s and 47' MLBs will cooperate and provide mutual coverage to expose our crews to the challenges of heavy seas and surf operations. Last year these skills and coordination proved crucially important when responding to three commercial fishing vessels which overturned on the rough bars and breaking surf.

Our Rescue Swimmer shop takes advantage of the challenging terrain and uses the coastal mountain range to reinforce and train for different scenarios. In the dead of winter they exercise their survival and extended patient care skills, emphasizing the utility and skills that a Rescue Swimmer can bring to a difficult case. Every summer the Air Station conducts a multi-day, SAREX in mountainous terrain, comprised of land navigation, advanced survival skills, patient care and ground transport. This training provides options for mission execution which ultimately reduces risk to our aircrews and survivors. These skills proved crucial when responding to a lost and injured hunter in the Siuslaw National Forest. Our Rescue Swimmer was able to meet up with a County SAR Team, move to the patient, package the patient, and then move the patient to a safe hoisting area. Our faith in our Rescue Swimmer's capability allowed the crew to slow down the pace of the rescue and do what was best for the survivor.

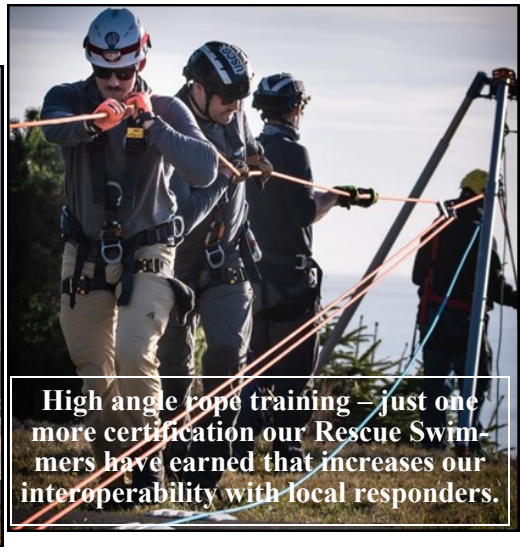


When conditions permit, Surf-Ops are conducted by both air and boat crews along the coast, a critical skill to learn in the training environment before needing to use it operationally.

Another challenge is that the Oregon coast is riddled with sea-caves and sand dunes where tourists and locals regularly find themselves in trouble. As a result, we have tailored our training programs to expose our crews to those challenges in a controlled training environment.

In order to create a better vertical surface training program we sought out a new training area that represented some of our more challenging coastal cliffs. To increase interoperability with local first responders, all of our Rescue Swimmers have been certified in the Rescue 3 Ropes Rescue Program. This certification also allowed our Rescue Swimmers to provide self-rescue capability at our new vertical surface training site, increasing our training opportunities. Night Vertical Surface training is another area in which crews continue to challenge themselves and bridge the gap between realistic training and actual operations. This training and coordination has proven valuable on multiple rescues. Notably, last year a crew from AirFac Newport responded to a case where four youths and three adults had become stuck on a cliff at Yaquina Head. Our aircrew worked with the Lincoln County Ropes Rescue Team to rescue everyone before the rising tide swept them from the cliff.

Cape Arago –North Bend's new Vertical Surface Training area matches the complexity and challenging topography that crews often encounter during shoreline rescues along the Oregon coast.



High angle rope training – just one more certification our Rescue Swimmers have earned that increases our interoperability with local responders.

These training plans have imbedded lessons which have increased our operational effectiveness and identified areas that still need to be resourced and improved upon. Each of these unique specialty training plans combine to create one multifaceted program that is based on historical missions and tailored to the challenges of our AOR. They have increased our aircrews' operational capability while reducing the overall operational risk. There has been no greater form of validation for our training program than the lives saved by our crews. Since refining this training program in 2019, there has been a multitude of challenging cases that our crews have expertly navigated, verifying the need for such training, and just as importantly, validating the competency of our crews as a whole.

Simply hoisting to the same assets in the same locations is not enough. Consistent, realistic, and extensive training that lasts longer than one training evolution is what truly results in ready and relevant front line operators. The effectiveness and validation of this training program was highlighted this past January when AST2 Trevor Salt deployed to a 7,000' snow covered mountain, at midnight, to save two lives. The aircrew was able to successfully deploy AST2 Salt but the on scene environment made a night recovery too risky. For 14 hours he provided extensive patient care and survival skills until recovered by an Oregon National Guard UH-60 the following afternoon. A comprehensive and realistic training plan provided AST2 Salt with the skills to execute the mission and gave the Command the confidence to accept the mission.

In January, AST2 Trevor Salt was hoisted to the side of a mountain where he built a shelter and provided lifesaving medical care to an injured hiker for 14 hours in freezing winter conditions.

Having Pilots, Flight Mechanics, and Rescue Swimmers who train and operate year-round in the harsh conditions of the Pacific Northwest at sea, in the surf, in the coastal range, and beyond make them some of the most well-rounded lifesaving aviators in the world. If you are interested in a truly rewarding operational tour that offers lots of off-duty fun contact EPM, OPM, or anyone stationed here. You will not be disappointed! If your flying days are behind you, but you enjoy talking about CG aviation stop by for a visit. We would love to see you!

AirSta Cape Cod Pilot Named HAI Pilot of the Year

Helicopter Association International (HAI) selected MH-60 pilot LCDR Robert McCabe, Aviator 4395, as its 2021 Pilot of the Year. The award recognizes an outstanding single feat performed by a helicopter pilot during the year or extraordinary professionalism over a period of time.

LCDR McCabe didn't set out to be a helicopter pilot. He joined the Coast Guard with a desire to be actively involved in humanitarian and search-and-rescue work. While assigned to a cutter in Astoria, OR, he was inspired while watching MH-60T Jayhawks perform multiple harrowing rescues. He changed his focus and attended flight school after his first CG tour.

He has accumulated more than 2,700 helo hours and countless successful rescue missions. In addition to Aircraft Commander, he is also an instructor pilot and flight examiner. On Nov. 24, 2019, his skills and experience were put into practice. The fishing vessel Leonardo had capsized 24 miles southwest of Martha's Vineyard, throwing all four crew members into the 50-degree water.

Once on scene, McCabe's crew found a lone survivor in a life raft among the debris field in 10-ft. seas and 30-kt. winds. The severely hypothermic survivor was hoisted aboard and successfully stabilized. During the rescue, the sun set and a squall with sleet came in, reducing visibility to a quarter mile and raising the seas to 15-ft. waves.

Rather than a typical search altitude of 300 feet, McCabe directed the other pilot to fly a low 80-foot air taxi to continue searching the debris field for the remaining Leonardo crew members. With their focus mostly outside the aircraft, searching the rough water with spotlights in flying sleet, both pilots became disoriented.

The aircraft started to bank 40 degrees, simultaneously pitching more than 14 degrees nose up and rapidly slowing while descending. "The visual inputs we were getting were inconsistent," McCabe said. 'The waves gave us the sensation we were drifting right. I soon realized we had 'the leans.'" Within 10 seconds of becoming disoriented, McCabe recognized it. He announced the aircraft's state and immediately coached the flying pilot through a successful instrument transition to stable flight.

Upon his return, McCabe provided a detailed description of the event to the air station's safety department. With the support of the Aviation Logistics Center, information from the flight data monitoring system was used to create an animation of the flight for training. This effort resulted in CG-wide policy recommendations, including standardizing training on night-vision goggle illusions, developing a manual addressing aeromedical factors of flight, and adding a discussion of spatial disorientation to every annual checkride.

PREZ MESSAGE FROM 2 Museum to honor Viet Nam combat pilot Jack Rittichier (July).

Relaunching J2F Expedition (Duck Hunt) on Greenland Icecap (August).

Recognizing choice aircrew performances, including new awards for extraordinary Flight Surgeons, Auxiliarists, and Rescue Swimmers (August).

Delivering 2nd Annual Virtual Roost Conference in (November).

CGAA is also hot-refueling a spate of ongoing projects to preserve history, improve our website, increase membership, establish national awards for CG Auxiliarists and Flight Surgeons, justify a CG Shield Medal, rehab the Ptero Locker, leverage Aviation Unit Coordinators, and be ready for Corpus in 2022! Can you say that 10 times, fast? Regardless, I ask you to consider a $5 or $10 monthly donation. We talked about this in Clearwater, and most members of the EB have set up online payments. I also need suggested contacts from prospective sponsor companies that we can engage for our big money projects. Please send contact info, or help me help us make some new connections. I don't think we're going to be able to "charge everything to the Underhills!"

Stay well! Prez Mike

Crossing the Pond – 2021 style

By Ptero Chris Lutat, Aviator 2686
Edited by: Ptero Chris Stickney, Av. 2536

In the Summer 2020 issue of the Pterogram, Ptero Art Wagner Av. 769 authored one of the best pieces of USCG Aviation History I've read in a long time – detailing for aviators past and present what it was like to operate a long-range aircraft across the North Atlantic in the 1950's. As a current long-range flyer and former Coast Guard aviator, the thrill of making an Atlantic crossing came through Art's writing and stirred emotions that are felt today by pilots over much the same route taken by CG-9147 in 1959 and later in C-130 CG-1339. If you haven't read it yet, you might want to locate your issue of the Summer 2020 Pterogram, or login to the CGAA's website (members' section) for a quick read.

Subsequent to this piece in the Summer Pterogram, Ptero Mark Benjamin (who I have flown with both in the Coast Guard and at FedEx Express) asked if could I write a follow-up article for the next Pterogram about how contemporary crews handle the challenge of an ocean crossing. Having to follow such a well-documented recounting of Art's crew's "double-crossing" to Europe in 1959 is a tall order; whether or not readers remember what it was like back then or not, I wanted to offer one view of what the cockpit experience is like in 2021. This "report from the field" might also serve to reassure readers how far global aviation has come in the last 60 or so years, changing what flight crews do over the same stretch of ocean.

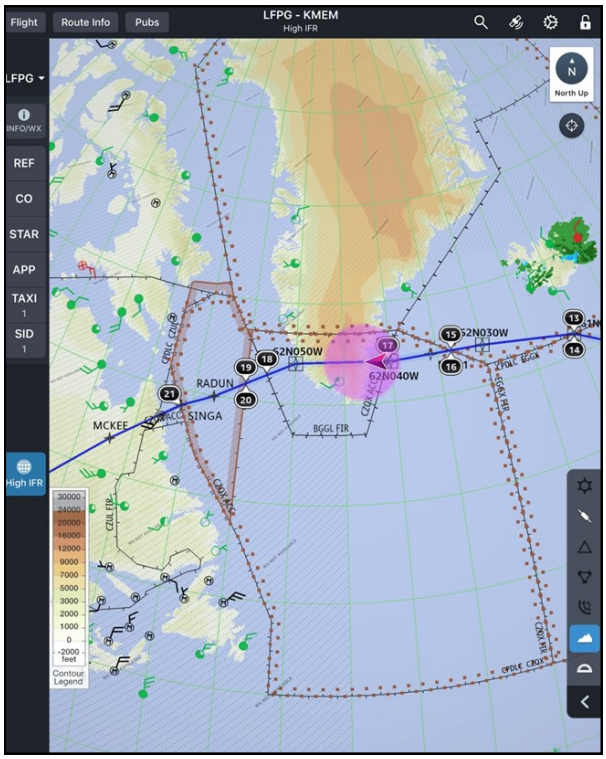
Imagine when international travel resumes - you and your spouse are sitting next to the window on a European-bound ETOPS certified twin-engine widebody complete with EFB and GPS based navigation, a highly capable FMS, ACARS datalink-delivered Oceanic Clearances as well as CPDLC automatically generated position reports *("now that's a lot of hippie-talk!").* All of that is transparent to you as you "coast-out" out off the coast of Labrador, giving you the opportunity to show your spouse a real iceberg. As you scan out the window, you see a VERY large aircraft off your wingtip in apparent formation and a second one below that aircraft. For a second you wonder, *"Do the pilots know about this?"* As this article will explain, the answer is yes, and you'll have a sense of what the crew in the cockpit is doing to keep your flight on time, and you and your family safe.

Just about anybody can pull together enough references about the present regulatory environment, airspace management system and procedures currently in use in the North Atlantic, but I won't try to do that here. If you're interested in that information, I strongly recommend going to the respective websites for NATS (the UK's agency for most operations east of 30° West) or NAV Canada (the Canadian agency for most operations west of 30° West). All I want to do here, like Art in his piece, is to relate what it feels like as a crewmember to prepare for, execute and return from the same basic trip, 60+ years after it was accomplished by Art Wagner and his crew of the CG-1339.

First, though the equipment is much improved, I don't think the basic approach has changed much down through the years, especially for those embarking on the first ocean crossing of their career. Good airmanship, thorough planning and teamwork still matter. And I think that every aviator has a bit of Lindberg's adventurous spirit when flying over the busiest trans-oceanic route in history – and can't help but think what it will feel like to catch the first glance of Ireland and the British Isles after hours of anticipation. Honest – of the many crossings I have made over the past 25 years – the excitement of the going is still high, just as the return leg towards home is as satisfying after a few days or weeks far away from the good 'ole USA. I don't know for sure, but I bet the emotional part of it is today a lot like it was then – only maybe done with a little more reliability and precision and a little less stress, given the march of technology through the years.

Preparing for oceanic operations in 2021, and then international operations in a country other than the US, brings with it an entirely different and more complex approach than even a transcontinental domestic trip requires. Crews today generally get a full day of international ground school followed by realistic simulator events designed to get them acclimated to the nuances of oceanic flights and operations in different world regions before actually flying the routes themselves. Following this with initial line operations alongside a check airman rounds out the training, even if it usually takes a few months more of steady international operations to truly get comfortable, to where it feels as normal as routine IFR flight in the US. Having said that, successful operations today rely on the same timeless principles followed in the 30's, 40's and 50's and every decade since – thorough route planning, careful fuel planning, navigation planning, and contingency planning – all held together with a disciplined briefing by the crew. Most crossings today are made in wide-body twin jets like the Boeing 777 (the airplane that I now fly) and the Airbus A350 – or jets closely related in technology and size. These big twins operate under "ETOPS" rules – short for, "*Extended-range Twin-engine Operational Performance Standards.*" This requires many things of these crews – not the least of which is a close collaboration with maintenance during the last hour prior to departure to ensure that the airplane meets every technical standard. Yes, it is true, that in 2021 there still remains a vital role for maintenance and engineering prior to every successful flight; if the equipment isn't ready, the flight simply doesn't go on time.

By the time a crew member is ready for their first crossing, they are able to bring a few days of training and plenty of anticipation to the flight and learn right away that the best trips are always those that start with the best planning. For aviators who've flown crossings in earlier decades in multi-engine transports of any size, the first big difference that they'd see with today's crews is the digital technology in use – from the tablet computers issued to each pilot that contain the multitude of electronic documents for even the most complicated around-the-world trip, to the datalink systems in use on nearly every major international ramp in the world. In fact, there's almost no paper



Look Ma – No Paper! This image of an IPad tablet (the way contemporary crews access charts) shows the enroute chart for the North Atlantic. The beauty of today's "electronic flight bag" literally puts all of the necessary information at the fingertips of the crew: almost every icon can be expanded, tapped, and drilled-down into to provide useful information for divert fields, local and regional frequencies, individual state procedures, etc. Not to mention, the instantaneous, GPS-generated real-time position, indicated by the magenta aircraft icon, shown here on the southern tip of Greenland.

in use beyond passports, customs forms and (at least for now) a single back-up paper copy of the flight plan. I have been lucky enough to fly hundreds of international trips spanning the time from the mid 1990s to today, during which time long range aviation has transitioned from INS navigation, HF radio communications, paper position plotting, a stack of paper and a flight kit full of manuals – to the paperless, fully digital, GPS, SatCom and datalink environment of the present. To put this in partial perspective: I used to carry a flight kit full of charts, pubs and manuals that even when "stripped to the minimum required" weighed about 38 pounds (at least that's what the baggage scale at the airport check-in counter said). Today almost all of that 38 lbs. is contained in a 1 lb., 8 oz. iPad that contains not only all that information my flight bag once held, but virtually every document and publication my airline requires for its *entire fleet*, including every maintenance manual, regulatory document, and flight planning reference. Whether you think we've made much progress or not, you can't argue against not lugging around all that paper! Good flight discipline and airmanship are still the most important ingredients to any flight operation, whether in a Super Cub or a "Triple-Seven" – but there's no doubt that a useful vocational asset for the modern flyer is a certain level of comfort with the digital tools that are now an integral part of trans-oceanic flying.

Not unlike the trips described in Art's article, there's generally 3 parts to every crossing: The flight segment from domestic operations to the oceanic region, the segment from "Coast-Out" to "Coast-In" (the actual oceanic portion itself), and then the transition segment from "non-radar" back to domestic operations, to the destination. In the first stage, the crew is largely flying a domestic leg, with some planning for the oceanic segment, but largely similar to any other domestic trip. As the crew and airplane approach the oceanic leg (normally, say, in Gander Oceanic airspace when leaving North America for Europe), they coordinate with the company and ATC via datalink systems to receive an oceanic clearance, enroute weather, divert weather, and weather at destination and alternates – all before arriving at the "coast-out" waypoint. "Coasting-out" means leaving conventional "radar contact" at a specified oceanic entry point and proceeding into the North Atlantic Organized Track System (NAT-OTS) or, simply to most aviators, *"the NATs."* The NAT Tracks are both Eastbound and Westbound and are optimized daily for efficiency: saving fuel and reducing carbon emissions on each flight. As you can imagine, the Eastbound and Westbound tracks can be separated by hundreds of miles. On some days, the fastest route between London and New York takes you over the southern tip of Greenland, while the track to Europe brings you south of Newfoundland.

Veteran long-haul and international flyers who have retired from active flying will be encouraged to know that crews are still required to make an HF radio check-in with the appropriate agency to ensure that they are prepared for contingencies when the space-based navigation and communications system fails. I've reminded many journeyman pilots of the old saying, *"up with the sun, down with the sun"* when choosing an appropriate HF frequency, something many CG aviators learned while standing shipboard watch as young Coast Guard officers or early in our careers flying CG aircraft. So, to say, *"it's all just button pushing and watching the autopilot nowadays"* isn't entirely accurate and every crewmember still has to possess on their person a valid Form FCC 605-FRC, (Restricted Radiotelephone Operator Permit) for HF radio comms. Position charting (using the aircraft navigation systems to plot positions at each oceanic waypoint as a tool to verify electronic nav accuracy) and weather reporting may vary between airlines, flight departments or government operators, but the reliability of the present navigation and flight tracking systems will eventually make these tasks obsolete, too. On occasion, there are still "gross navigation errors" in the Oceanic system. However, virtually all these errors are crew-induced. This electronic system really does work – when met with good flight discipline and solid flight deck procedures it allows for the safe operation of over 1,000 planes per day (pre-pandemic) that fly from North America to Europe, and back.

Without the need to "shoot stars" or plot LORAN lines, it may seem that oceanic en route segments are fraught with boredom and inactivity. But the same weather systems that have challenged aviators and mariners for centuries still stalk the North Atlantic, and every crew will eventually be forced to face contingencies in the same way that those who opened the global airspace did generations before. Planning for the threat of an untimely volcanic eruption, equipment failures and the basic activities of monitoring aircraft navigation and major systems continue to fill the hours between coast-out and coast in.

In recent years, the regulating agencies responsible for airspace management in the North Atlantic have reduced the aircraft separation limits dramatically – mainly due to the demonstrated reliability of the surveillance and communications technology. "R-Long" (Reduced Longitudinal Separation) and "R-Lat" (Reduced Latitudinal Separation) procedures implemented in the past few years allow almost *twice* the number of aircraft to operate in the same airspace as a decade ago – a capability that requires additional compliance and oversight activities on the flight deck to guarantee the same level of safety and reliability that prevailed before these reduced separation standards were put in place. If there's one constant in today's oceanic environment, it's the rapid change in the technology and the rules surrounding its use.

A typical CPDLC, in this case on a flight from EGSS (Stanstead Airport, London to KMEM, Memphis) Controller-Pilot Data Link "Logon Status" page depicting the current surveillance agency (in this case, EGPX is Scottish ATC and the next center, EGGX, is Shanwick). The magenta-colored waypoint in the upper right corner (line 1L of the Flight Management System, FMS) indicates the Coast-Out Waypoint, "GOMUP" for this particular flight leg, Westbound through the NAT-OTS. Outside of the HF radio check just after coast-out and crossing from Shanwick's to Gander's airspace at 30-west, this type of interface is all that is required for pilots and ATC to communicate while out of conventional radar contact.

The reader should not be surprised to learn that among aviators of every background, Coast Guard aviators stand out and thrive in this environment better than most. Coast Guard pilots have seen the oceans at close hand and are ingrained with an inherent respect for its power and majesty. No Coastie takes an oceanic crossing for granted. There's something to be said for being trained by experience to think ahead, to always have a "plan b" and a "plan c" – and to be ready to pass a Stan Check on any given day.

Similar to the transition from domestic procedures to oceanic airspace, "coast-in" is marked by resuming normal operations with domestic air traffic control (in radar contact) and a clearance to the final destination. Again, this is largely a conventional IFR flight plan to – normally – a Standard Terminal Arrival (STAR) and ILS (or

"The Endless Sunset" of a Summertime North Atlantic crossing, heading west, towards home.

increasingly, RNAV) approach – that also takes advantage of modern navigation and surveillance technology. If there's one word to describe the difference between long-range flying today and in 1950, it would be *technology.* Mastering these new navigation and surveillance systems, in addition to complex automated airplanes, are what takes up much of the professional life of today's long-range fliers.

Nonetheless, I suspect that today's aviators share something timeless with fliers of previous generations: hearing on the VHF radio, after a long crossing, the voice of an air traffic controller speaking in heavily accented English (non-American, that is) is all that's needed to stir the romantic emotions of long-distance flying in any crewmember. And similarly, checking-in with Boston or New York Center with the US East Coast shining below and hearing the familiar voice of home. No matter how many times you accomplish that seemingly minor feat in contemporary aviation, there's no end to the satisfaction of completing a long-range flight over an ocean today than there was in the earliest days of aviation. Of that, you can be sure.

Chris Lutat is a Captain for FedEx, operating the B-777 on worldwide routes. He's a former Coast Guard HU-25 Guardian pilot and MD-11 Line Check Airman for FedEx Express. He is the co-author *of "Automation Airmanship: 9 Principles for Operating Glass Cockpit Aircraft"* (McGraw-Hill Education, 2013). Chris recently moved to Stonington, CT with his wife Faith and their two dogs, where he is the CGAA's CG Academy Local Coordinator.

Ancient Al #25 Letter to Pteros

Dear Fellow Pteros; This will be my last entry as the Ancient Albatross and I want to thank the Coast Guard Aviation Association for all its support over the last six years. I will pass the ancient garb to Ptero RADM Mel Bouboulis, Aviator 2915, in a ceremony at the Aviation Logistics Center in April and I am confident he will embrace the role and the duties and opportunities associated therewith. Serving as the AA has been one of the highlights of my career and I've truly enjoyed the connections this role has allowed me to maintain with those who have served in the past, those standing the watch now and those who aspire to "slip the surly bonds of earth" and join our ranks. Many times during my service as AA, I have had the occasion to reflect on prior duty stations, memorable missions and most importantly, the people I shared those times with. While it is not unusual for us "senior" folks to look back and wonder where the time has gone, I am thankful, as I know each of you are, to have been a part of one of the finest professions in the world. Service as a Coast Guard aviator has given us all the opportunity to literally, give people their lives back, and that is a true blessing. Thanks to all of you and the: lessons you passed down, procedures you invented and equipment you maintained, this great work continues.

Just a few weeks ago, crews from CGAS Cape Cod participated, alongside our Canadian partners, in an epic rescue of 31 souls from a Canadian fishing vessel in a bad storm south of Nova Scotia. The Coasties who executed that mission did so with the uncommon skill and professionalism that you all have contributed to making common in USCG aviation. I'm not sure where all the time has gone since I was a LTJG standing on the flight line, waiting on my last hot seat night hop at Whiting Field to serving as the Vice Commandant and preparing to pass the Ancient garb on in a few days…..but it has been a great adventure and the honor of a lifetime. Look forward to seeing you all at future Roosts.

Semper Paratus! ADM Charlie Ray, Aviator 2311, Ancient Albatross #25

Enlisted Ancient Al #12 Report to Pteros

Greetings, Pteros! I hope everyone is safe and doing well. As the national emergency continues, Coast Guard women and men continue to navigate the challenging COVID-19 environment but are beginning to see some relief. Moderna and Pfizer vaccines are finding their way to CG clinics across the service and being administered by medical professionals to personnel choosing vaccination. Currently there are no directives making the COVID-19 vaccine mandatory for Coast Guard members but their availability is a major step towards keeping everyone safe and establishing a new normal when it comes to meeting operational commitments.

RADM Dana L. Thomas (Director, Health, Safety & Work-Life) receiving vaccine.

On January 19th, we paused to celebrate the contributions and remember the life of Chief Charles "Gunner" Thrun. Chief Thrun was a member of the first class of CG aviators consisting of three officers and three enlisted personnel to graduate flight training at Naval Air Station Pensacola, FL. He was designated as CG Aviator #3 and was our first enlisted aviator. Thrun, along with classmate LT. Elmer Stone, worked on early experiments associated with launching sea planes from ships using catapult systems. He was killed when his Grumman JF-2 Duck aircraft crashed in the waters off of Cape May, N.J. in 1935. If you recognize the name, it's because many of us have had the pleasure of residing in Thrun Hall during time spent in Elizabeth City, NC. Whether the old donut or the new facility, both are named after "Gunner" Thrun.

Bravo zulu to two crews from AirSta Miami onboard CGNR 2310, an HC-144 Ocean Sentry. On February 8th, the first crew spotted three survivors stranded on Anguilla Cay, Bahamas between the Low

Chief Charles "Gunner" Thrun

er Florida Keys and Cuba. While passing over the deserted island, they noticed some unusual flags and what looked to be a makeshift shelter. The crew made another pass over the island and spotted three people who appeared to be signaling for assistance. The crew of CGNR-2310 performed a radio drop to establish communications and learned the three had been stranded on the island for 33 days after their boat capsized. The three Cuban nationals had been surviving on rats, conch and rain water. A second Air Station Miami crew on board the CGNR-2310 returned to the scene and performed a drop of water and food to the castaways. An MH-60 helicopter from Air Station Clearwater, FL. arrived on scene, performed a hoist of the survivors and delivered them to a hospital in Key West, FL. Outstanding job on what began as a routine migrant patrol!

Finally, my retirement request has been approved by the Coast Guard Personnel Servicing Center. My official retirement date in November 1, 2021 but my retirement ceremony will be held on June 25th and presided over by CAPT Shawn S. Koch, CO AirSta Miami. Congratulations to Master Chief Jaime P. Young from the Education and Training Quota Management Command in Norfolk, VA. who has been selected as the 13th Enlisted Ancient Albatross. There will be a Change of Watch ceremony presided over by the

SEE ENL. ANCIENT AL on P. 19

On 24DEC20, Ptero Hugh O'Doherty, P-9999, Posted This Detailed Profile of P.O. Roulund's 1955 Rescue of Mrs. Dingeman

On a previous Dec 24th, Victor Roulund, saved a woman's life under astonishing circumstances!

Unlike typical CG operations, during the most pivotal moments of the rescue, he was alone. By "alone," I mean he was by himself, inside a floating, yet sinking, house trailer, on a flooded river, in a rainstorm, in post-midnight darkness, while equipped with just a flashlight, a hunting knife, small axe, and a life vest.

By "alone," I mean, that the helicopter crew who had placed him on that trailer, were no longer overhead. That's right! The copter departed scene! They were picking up a couple and their 5 kids from the roof of a nearby barn. So, I mean that kind of "alone!"

You have likely seen news footage of structures speeding down a raging river; then snagging on an underwater object, and capsizing; or merely colliding with a bridge abutment, clogged debris, or both, and shattering into pieces. Now, imagine scrambling onto an object like that, at night; and then entering it!

Yet, back in the early morning darkness of Christmas Eve, 1955, that is exactly what the 22-year-old engine mechanic/flight crewmember/hoist operator, Victor Roulund, did! He managed to:

- find the mobility-limited Mrs. Dingeman;
- calm her down, while bringing her to the trailer's door;
- with his wet, and unbelievably reliable, flashlight, signal his helicopter to return; and then placed her into the helo's rescue basket, to be safely carried away from certain death.

In addition to Mrs. Dingeman and the family on the barn roof, ADC Joe Accamo, LT Hank Pfeifer, LCDR George Thometz, and AD2 Victor Roulund, rescued another 130 people, over a 12-hour period, in their Sikorsky HO4S helicopter (USCG variant of the Sikorsky H-19/S-55). As Victor later recalled, "We hoisted people from trees, rooftops, cars, boats, trailers—anything that was above water."

So, on the 65th anniversary of this miraculous deed, we again salute the former 22-year-old for his extraordinary courage, for his amazing resolution of the evolving challenges, and for saving this person's life!

We also thank Victor's friend, Ptero Roy Vander Putten, P–2741, for ensuring that Coast Guard Aviation never forgets Victor's extraordinarily hazardous and breathtaking rescue! Roy, your active loyalty to your shipmates is an inspiring model for all of us to follow!

Victor's own account of his military and civilian aviation industry experiences, including saving Mrs. Dingeman and the rest of the Yuba City flood rescues, is in his article, "USCG Aviation History in the 1950s," starting on P. 14, in The Cutter (The newsletter of the Foundation for CG History), Newsletter 28, Autumn 2009.

In this excerpt from his article, Victor describes the rescue of Mrs. Dingeman:

"...Joe had picked up an old man who said— once he was on the ground—that his invalid wife was on a mattress in a house trailer floating down the Feather River. Pfeifer told me to get on board the copter, and we went to find the trailer; how he did it, I don't know, but he did. Joe had a bad back, and he knew he could not do anything floating on a house trailer, trying to get inside; and we didn't even know if the one we'd found was the right trailer. So I was elected to go down in the basket (a "You have to go out, you don't have to come back" type of thing). All I had was a Mae West, hunting knife, small axe, flashlight—and some youthful guts. Not knowing what the hell I was going to do, I landed on the trailer roof and looked up—as the helicopter flew away to rescue other people. I had no radio to talk to anyone, so would have to flash my flashlight beam at the copter to get the crew's attention when I needed them to pick us up.

"WOW, what do I do now? Pitch black, floating downriver, and can't get the lady to answer yet; must be very scared, if she's really in there....I took the axe, chopped off the roof vent, and yelled to the lady that I was going to get her out of there somehow. I tried to get through the roof vent, but it was too small for me to fit. So I looked around, opened the front door, slid over the side, and got into the trailer. She was paralyzed from the waist down, and floating in waist-deep water on a mattress. She was very frightened—and so was I: the trailer seemed to be sinking, and I had only a short time to do something. And when was my ride getting back to me; and how could they find me again, anyway? I picked her up, carried her to the front door, and calmed her down some, then waited to see the copter lights. When I did I was able to use the flashlight beam to direct the copter to us. Joe lowered the basket, I placed the lady in it, and she was lifted into the copter, then Joe picked me up and we got back to the airport..."

[See related story on P. 11 in Pterogram 3-20...Ed]

What Goes 'Round, Comes 'Round

By Ptero Art Wagner, Aviator 769

Shortly after I had attained the lofty flight hour mark of just over 1,000 hrs at Elizabeth City. I was assigned to conduct a UF-1G ferry flight from what is now MASDC at Tucson to Grumman Bethpage for a wing stretch. Whitey Wypick was assigned as CP, and we had AD1 Schmidt and AL1 Hank Burgess as crew members, both old pros. On 2 March 1961, American Airlines took us on their DC-6B cattle run from Washington National to Chicago and on to Tucson. The ultimate destination was San Diego, and the plane was loaded with Navy recruits, many on their first trip away from home and whooping it up.

Safely arriving at Davis Monthan AFB, we gathered next morning at a shed to go over the logbooks and inspect the aircraft. It was a mess. Painted black (She was a night rescue bird in the Korean War) with a red "RI AIR GUARD" on the side, the struts were flat and it was filthy. The inside was not much better as there were no seats, and the radio suite consisted of a UHF, a 4-channel VHF, VOR and ADF, and an antiquated HF at the radioman's position. The AC electrical system was unlike anything we had ever seen. AD1 Schmidt found that the fabric control surfaces were rotten and the AF replaced them with units from other SA-16s, but they were gray, so we now had a two-tone gray and black bird with red stripes! We did get in an engine run, and both ran rough on one magneto or the other, and the leads were trimmed, a task we did the rest of the way home.

While standing in the shed signing the paperwork, the telephone rang and the civilian employee answered it, then gave it to me saying, "It's for you". In these days before DoD phone nets and easy cell phone calling, I was surprised to say the least. The voice at the other end said "This is CDR Al Tatman at HQ and we want you to take the 10016 (later shortened to CGNR 1016) to Traverse City and then take the 7215 to Bethpage". To which I answered and "Yes Sir" and hung up and told Whitey and the crew. I asked if Whitey had ever heard of a CDR Tatman, and he replied "No". Well, it sounded official, and that was what I was going to do.

Despite the new Air Operations Manual (CG-333) requirement to perform at least a 2-hr. test flight before departing, our EO, Al Flanagan, gave us some advice. "If you can get that thing airborne, go someplace with it or you'll never get home." We found out he was right, and when we lifted off, we picked up the wheels and headed for El Paso. The first thing we encountered was a classic mountain wave situation over the mountains between Tucson and El Paso. For us poor sea level sailors, the lenticular clouds and wind direction meant nothing. Admiring the clouds as we crossed the ridge at 11,000 ft, we suddenly encountered turbulence and a rapid rate of descent. No matter how much power we applied, we were going down! Fortunately, the aircraft leveled out near the desert floor and we were able to climb back up, wiser for the experience.

We refueled at El Paso and again trimmed the ignition leads, wiped up leaks, and tried to make the aircraft livable. It was so bad, that I took a yellow marker and painted a great big face on the radome, with down-turned mouth and a tear coming from one eye. When we landed at Carswell AFB in the evening, the marshaller nearly died when he saw the face as he parked us alongside the sleek supersonic B-58s.

The next morning, we had to get underway quickly, as there was a strong cold front marching across the plains, and would be in the central part of the U.S. by nightfall. Hank Burgess finally established communications with Radio New Orleans on the antiquated HF by taping a fluorescent light bulb he had liberated into the antenna system. He then manually tuned the set for maximum bulb brightness and we were able to maintain contact with some CG unit the rest of the way. We never went too far without a hydraulic, ignition, or some other failure, so it was an actual ILS into Tulsa, and another in to Richards Gebauer AFB using the shaky radios aboard. We tied the bird down and retired to the Officers' club for a big Kansas City steak. Halfway through the meal, as we were watching the approaching front cross the field, we were paged and told to report to our aircraft as it is blowing across the ramp.

By the time we arrived on the ramp, our crew had corralled the aircraft and we eventually got things under control and commandeered some cargo tie down chains. We were all working in pouring rain and water on the ramp almost a foot deep in places. It seemed that we were going to experience a little bit of everything on this trip. Another 3 hrs. to Scott AFB in the St. Louis area, then 3 more hrs., and we finally arrived in Traverse City. Whew! The 10016 was stowed away in the hangar to await further transfer. We were able to test fly the former AF 7215, but, under the watchful eyes of the CGAS Traverse City personnel, I abandoned Al's advice and performed the CG-333 Test Flight. This SA16 was a far cry from our bedraggled bird as it had a previous life as a VIP transport, and was equipped with everything. Whitey and I were quite pleased with it, as was the crew – all systems worked.

I was surprised to see the green earth in Michigan in mid-March, but we were soon to see the snow. That night, the lower peninsula of Michigan received about 6 – 8 inches of snow; not much by their standards, but plenty for us southerners. They quickly cleared the field, while we all checked out the Winter Severity Meter. This was a water standpipe turned on with the first freezing weather, and left running all winter. As the vertical water stream freezes, the stream is forced higher and higher inside what becomes a tower of ice with water electing from the tip. Obviously, the colder the winter, the higher the tower. We were told that this winter's tower was merely average.

Two days later, we were ready to launch for Bethpage. The weather forecaster warned of "lake effect" snow showers along the coastline near Cleveland and 50 miles inland. Neither one of us knew what "lake effect" snow was, and we pressed on for Bethpage. Sure enough, the forecaster was right, and we ran into heavy snow right where he said we would find it. We were VFR, so with a little artful dodging, we stayed somewhat in the clear and soon broke out. It had taken 10 days to do what should have been 5 or less. Learn by doing.

That was not the end of my "love affair" with CGNR 1016, however. In 1977, when I arrived at CGAS Cape Cod as CO, one of the stable of seven HU-16Es aboard was – you guessed it – CGNR 1016! The very same bird Whitey and I had picked up at the desert back in 1959. She looked so much better now with her new wings and the distinctive Coast Guard livery, and I flew her once again on numerous occasions.

On one flight, we were sent over to Providence to pick up a Captain of the Port, and provide him transportation. The pickup was to be at the Air National Guard Operations Center. I walked in and prepared to file my flight plan when I started to talk with a Guard Master Sergeant. He mentioned to me that back in the Korean War, he had flown as a crew chief for SA-16s (as the HU-16 was known to the AF) and that the Providence unit had them assigned for a while. I thought for a moment, then told him that the bird I had on the ramp had been a Rhode Island Air Guard ship, and he had probably flown it. He went back to look at his Form 5, and sure enough, he had many hours in 49-10016 (the AF S/N). He went out and renewed his relationship, took some pictures, and waxed sentimental about all of the good times he had with CGNR 1016.

As the bird flew more and more hours, she gradually came up on the magic 11,000-hour fatigue limit we placed on the HU-16E wings, and she was ordered back to desert storage. Oh, how I wanted to take that flight! Picking her up in 1959, then returning her in 1978 would have been a story worth telling. But the press of business on the Cape prevented me from taking the retiring flight, and all I could do was wave goodbye.

On a Dark and Cloudy Night

By Ptero Ray Copin, Aviator 744

This is a story about an unusual search and rescue flight in the mid 1960's. The aircraft was an HC-130B Lockheed Hercules. The CG air station, at San Francisco International Airport, was situated on the Bay east of the main San Francisco runway (28-10).

At that time at San Francisco, we flew three different models of aircraft: the HC -130B, the Grumman amphibian Albatross (HU-16/SA-16) and the Sikorsky amphibious helicopter (HH-52A). I was a rated aircraft commander in all and flew various missions in each during my three year assignment at that air station.

The station included an aircraft ramp into a lagoon connected to the Bay, a large hangar, a building with offices, and another with basic accommodations for ready crews. In those days, the Coast Guard was short of pilots, so we rotated each day on a one-in-three basis. This meant that one of three days we were at the air station for a 24 hour ready crew stint ready to launch in any of the three models of aircraft depending on the day or night mission. On one of the other three days, we were on 'standby' for 24 hours required to keep the air station informed of our whereabouts so we could be telephoned to come in if necessary. We didn't have cell phones nor pagers then. During regular business weekday hours on our 'standby' day and also on the third of the three days, we were at the air station for various duties and training. Only on Saturday and Sunday and national Holidays, barring a recall alert, we could enjoy being home for the day and night. When on duty at the air station, we slept with flight gear close to our bunk for rapid access and dressing. At one end of that building, on a second floor, we had a coffee bar positioned at a large window facing across the runway toward the San Francisco terminal.

Before proceeding with the main story, I'll mention two of my San Francisco air station memories:

At the window looking toward the terminal, we monitored San Francisco tower communications and could follow takeoff and landing instructions. One very windy day, several of us relaxed at the window as a high wing Cessna private aircraft landed on runway 28 into a stiff wind from the west, flowing through what was known as "the gap," literally a gap in the hills between the runway and the ocean. We watched as the Cessna made a mistake after landing. It turned too quickly to the left toward the terminal putting the wind under the right wing, and sure enough, over went the aircraft on its back with its propeller striking the surface several times. With little to do but observe, we watched the apparently sole occupant crawl out from the aircraft and run toward the terminal. I guess he made it to safety before his airplane was salvaged.

On another night, I was turning into my bunk as ready pilot and senior duty officer when our gate guard phoned saying a sports car had made it as far as our gate but was turned away with instructions back to the highway. Instructions to turn right were not followed. The car turned left, and onto runway 28. That call from our 'sentry' was followed almost immediately by an alert from the control tower requesting assistance. I jumped into my flight gear and started toward our ready helicopter having learned a sports car had just gone the length of runway 28 heading toward, and 'launching,' into the bay at the end of the runway. With a crewman accompanying me, I started the HH-52 helicopter and took off, communicating with the tower. I thought initially we might be able to pick up a survivor. Not so. As we hovered near the end of the runway, limited to providing illumination, we observed airport fire department people wading into the water to recover the body of the auto driver. Shortly afterward, we were called off, returned to the air station, and eventually went back to sleep.

Now, to my C-130 tale:

On June 22, 1965, approaching midnight, I had just begun what I hoped would be a night of sleep when an alarm loudly announced "Possible SOS, launch the ready C-130." I donned my flight suit and trotted to the operations center. Crewman were already boarding the ready C-130 to prepare for flight. I quickly learned a commercial airliner inbound from Hawaii had radioed seeing intermittent flashing lights from the ocean about 300 miles from San Francisco. With pre-takeoff checks complete and using a rescue call sign (CG Rescue 1350), we then took off about midnight, climbed and headed west toward the reported site of the lights. Approaching the area of the report, we descended through a cloud layer and, indeed, saw flashing lights from the surface. In those days, navigation was not as precise as it is today, but it was close enough for us to find the lights. We also could tell from our instruments the wind of 35-40 miles per hour would be pushing ocean waves. With no communication with whatever the flashing light source, first we had to mark the location with a candle-like float (drift signal of which we carried several of different sizes). We circled once at low altitude, opened the rear ramp, and prepared for a drop of a drift signal. As we came around into the wind, flying at 300 feet above the water at 150 knots (170 mph) headed toward the "lights," I called "drop, drop, drop." Away went a 15 minute drift signal. We flew in total darkness, on instruments and under clouds, no moon to help.

As we passed where the flashing lights were expected, nothing was seen by either those of us up front or crew in the back. I added power and pulled up, turning downwind. I climbed to 1,500 feet just under the cloud layer to drop a parachute flare. I flew downwind for a few minutes, then turned upwind. I was able to see the small light from our drift signal and said "Drop, drop." Parachute flare away, I pulled power, nosed over, and descended in a tear drop maneuver to see the surface under the glow of the flare. A parachute flare would be very bright during its descent for about three minutes before hitting the water and going dark. We leveled off at 500 feet near the flare glow. No luck seeing the flashing lights. As we passed our initial drift signal, none of us saw anything helpful to identify the source of the flashing lights. So, again, I added power, pulled up and circled at 300 feet to place a longer lasting drift signal in the water near our first one. We came around into the wind and could see our first marker and, once again, I called "drop, drop." Again, this was in the dark on instruments. The crew aft called out "drop away," and, instantly, we were enveloped in a very bright light silently all around us. Again, add power, pull back, get outa there! We climbed back to 1,500 feet to try another parachute flare. While maneuvering, communication with our crewman at the open ramp explained the bright light (which went dark during our climb out). Instead of dropping a longer lasting marker, he misunderstood and pushed out another parachute flare instead of a 45 minute drift signal. That flare had lighted up our world. The intended 45 minute marker was a Mark 6 drift signal. The flare was a Mark 6 parachute flare. As we maneuvered for another parachute drop, this time again from 1,500 feet, I had a lump in my throat wondering if we may have just dropped a parachute flare at low altitude on or into a darkened ship. I flew a few minutes more downwind before turning upwind hoping for a better chance of identifying the source of the originally reported flashing lights under our flare.

"Drop, drop." As soon as I heard "drop away," I pushed over the nose, pulled power, and circled again to get under our parachute flare. This time, identification success! There in the glow of our flare was a large sailboat with no sails flying. Later we learned the boat was a Trimaran headed to British Columbia from Hawaii that, in the waves, was starting to come apart. Hence, an intent to signal SOS resulted in just lights flashing because of the motion of the boat tossing in the waves. The occupants of the boat were not answering our calls on various international frequencies, and we did not drop a radio, believing there would be little chance of recovery by the boat.

We radioed our situation to the San Francisco CG Rescue Coordination Center. A C-130 was dispatched to relieve us, and a Coast Guard Cutter was ordered to depart San Francisco to assist the sail-

boat. We dropped a series of 45 minute drift signals near the Trimaran, and circled the boat's position. I turned the controls over to my copilot. He took over and reversed the orbit so he could see our drift signal lights in the water. I enjoyed a break as night faded into a gray morning under the clouds. Abruptly, my copilot announced he had lost sight of the sailboat. Crew aft also had lost sight of the boat in the waves. We could see white caps on the waves. I took control and circled into the wind. I flew at 500 feet and began a square search pattern. A couple of minutes this way, then a turn to the right for a couple of minutes, then another turn and another. Today's navigation would have made this easy but then, it was all timing. I remember thinking, "did the boat sink?" Thankfully, after a few search 'legs,' a lookout in the back exclaimed "There it is!" As I turned the aircraft, I too, saw the boat. It looked in gray daylight as it had earlier in the dark under our flare. We're still with them. Whew!

Shortly after that, our relief aircraft and buddies arrived to take over the orbit awaiting the surface Cutter. It was much lighter by then. We flew back to San Francisco. After landing, we were debriefed and went home to sleep. Just another day at work having logged another 9.7 hours of flight time on a SAR case, mostly at night.

The photo of me was lifted from a crew photo in front of a C130 from San Fran in 1965 during a three week Westpac swing from San Fran through the Pacific Islands and the Philippines and Vietnam, Hong Kong, Japan, etc. That was an interesting assignment for me. I had just been promoted to O-4 or would soon be. A rated and experienced C-130B pilot and the only pilot at San Fran with extensive Pacific island hopping and Far East flying experience. So, I was assigned as copilot for a more senior (O-5) good guy for the trip. We were carrying what was then the PacArea 2-star and the 'system' wanted 'senority' in the cockpit. Well, the whole trip went well, in no small part I must add, from my personal earlier experience 'out there.'

A few final thoughts. During my 34 years in the Coast Guard, some at sea, some in offices, most flying, I noted many times that rescuers often did not meet the rescued and, in many cases, had little 'feedback.' Yes, there were occasional nice notes, but sometimes little else. In our case, I eventually learned the Trimaran had been towed to safety with all occupants surviving their ordeal at sea. From a then-and-now-vantage, both navigation and communication should be mentioned with a glance back in history. During my service, we flew with evolutions of technology in some of those areas. Both navigating and communicating were far superior than original pioneers endured with open cockpits, paper charts and few, if any, ways of communicating. With today's electronics and satellites, aircraft can do things and go places in conditions beyond our capability not that many years ago.

The Coast Guard motto is *Semper Paratus* (Always Ready). I'll leave it at that except for an addendum showing and listing the aircraft during my time at Airsta San Francisco.

USCG AIRCRAFT MENTIONED IN COPIN'S DARK AND CLOUDY NIGHT

HC-130B *(no longer in USCG service, replaced today by HC-130J)*

GRUMMAN ALBATROSS

(no longer in USCG service...flown by many military services and countries as SA-16, HU-16 and various other aircraft model designations)

SIKORSKY HH-52A

(no longer in Coast Guard service... respected by aviation historical sources having saved more lives than any other aircraft. A 'retired' HH-52A hangs in the Smithsonian.

Historic Aviation Scavenger Hunt Takes Mind off COVID for Auxiliary Explorers

By Ptero William 'Bill" Fithian, P-5472, DSO-AV D5 Northern

During the early days of commercial aviation and air mail service, airplane pilots relied upon light beacons and massive concrete arrows on the ground to guide them across the country; these lighted airways were known as the Transcontinental Airway System. The standard beacon stood on top of a 50-foot tower attached to a large concrete arrow, painted yellow and pointed in the direction of the course. Spaced about 10 to 20 miles apart along designated air routes these navigation aids were built by the Department of Commerce in the 1920s and early 1930s to promote air travel. In 1946, at the high point of the lighted airways, 2,112 beacons operated along 124 airways in the contiguous United States, the District of Columbia, and Alaska. With the development of radio navigation and faster airplanes later in the late 1940s, the beacon network became obsolete. As a result, the beacons were gradually deactivated and the majority of them disassembled or demolished.

"Many of these beacon towers and giant concrete arrows are still out there to be discovered." Commodore-elect Ptero Joseph Giannattasio, P-3021 (D5NR) shared. "The idea of actually finding a concrete arrow on the ground spurred me to check U.S. Geological Survey data sheets, analyze topographical maps, and use Google Earth to pinpoint the location of several beacon towers and concrete arrow remains within Auxiliary Districts Fifth Northern and One Southern."

During the 2020 spring and summer months of the pandemic, most states declared a "safer at home" policy in an effort to curtail the spread of the coronavirus; requiring most CG Auxiliarists to stand-down and abide by states' requirements. In the wake of the COVID-19 restraints, Giannattasio thought that searching for mysterious concrete arrows and peculiar metal towers in the

countryside would be a challenging, and fun, quest for other members to do during the stand down and reduction of Auxiliary activities. A seasoned explorer, Giannattasio planned and organized an aviation related, social distancing scavenger hunt within his area and invited several members for the undertaking. A few intrepid Auxiliarists, as civilians, took to the skies, drove long distances, and hiked mountains seeking these early aviation landmarks.

Auxiliary Air Program member Peter Jensen from New Canaan, CT took up the challenge to search for a concrete arrow near the former Bethany airport 50-miles from his home on August 17th. Three passions of Jensen are history, photography, and aviation. This hunt gave him the opportunity to exercise all three! He flew his Cessna 150 airplane to the area where he located the arrow and photographed it from the air.

Concrete Airway Arrow at Bethany, CT Airport as viewed from above. (Photo by AUX Peter Jensen)

When asked what he enjoyed about his expedition, Jensen explained, "The research.... the launch, the aerial search...culminating in the find and its photography. Contributing in a small, but meaningful way to the nationwide endeavor of documenting a forgotten aspect of early American aviation."

An avid sportsman and former Boy Scout, Auxiliarist Robert "Jeff" Kuhn had a more physically challenging trek to the remnants of a concrete arrow in Michaux State Forest near Gettysburg, PA on the morning of August 31st. Located on top of a mountain Jeff had to hike nearly a mile up a considerable incline through roadless secondary growth of mixed oak and white pine trees. Jeff took detailed coordinates with measurements and reported that the arrow was, "…variably broken up especially towards the head of the arrow. The concrete is mostly covered by moss and a layer of decomposing pine needles and oak leaves."

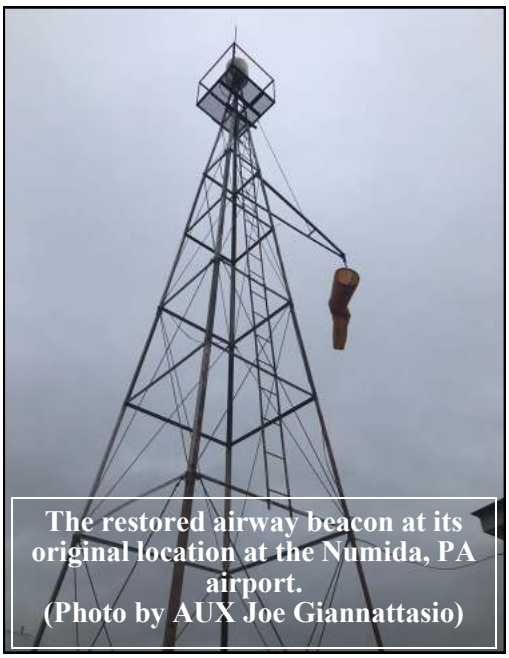
A single metal post of the Beacon Tower is all that remains among the remnants of a concrete arrow in Michaux State Forest near Gettysburg, PA. (Photo by AUX Jeff Kuhn)

There is a restored airway beacon and caretaker's shack on the small privately owned airport in Numida, PA. On September 29th Joe Giannattasio flew a Cessna 172 aircraft from Cape May, NJ to Northumberland County Airport and drove the remaining distance to investigate the tower at Numida firsthand. Joe reported, "The tower is in great shape. The concrete arrow no longer exists and the shack, although restored, has been upgraded for present-day use."

When asked about the response his scavenger hunt idea has received, "I was excited to see this develop like an 'Indiana Jones' odyssey as members scoured the countryside, while practicing infection preventive behavior, in search of these historic structures." Said Giannattasio. "I wanted to share this story with Auxiliarists so they too can conduct their own expeditions and enjoy the adventure of the quest, and the thrill of discovery."

There is a good chance that many members throughout the country may not be able to personally visit the

Jeff Kuhn in the foreground of the remnants of a concrete arrow in Michaux State Forest near Gettysburg, PA. (Photo by AUX Jeff Kuhn)



The restored airway beacon at its original location at the Numida, PA airport. (Photo by AUX Joe Giannattasio)

arrows and beacons because the majority of them have been demolished or they don't live close to the few remaining markers. For those, you will have to be content with 'virtually' exploring the locations of remaining beacons and arrows from the safety, and comfort, of your home looking at them through Google Earth or other web alternatives.

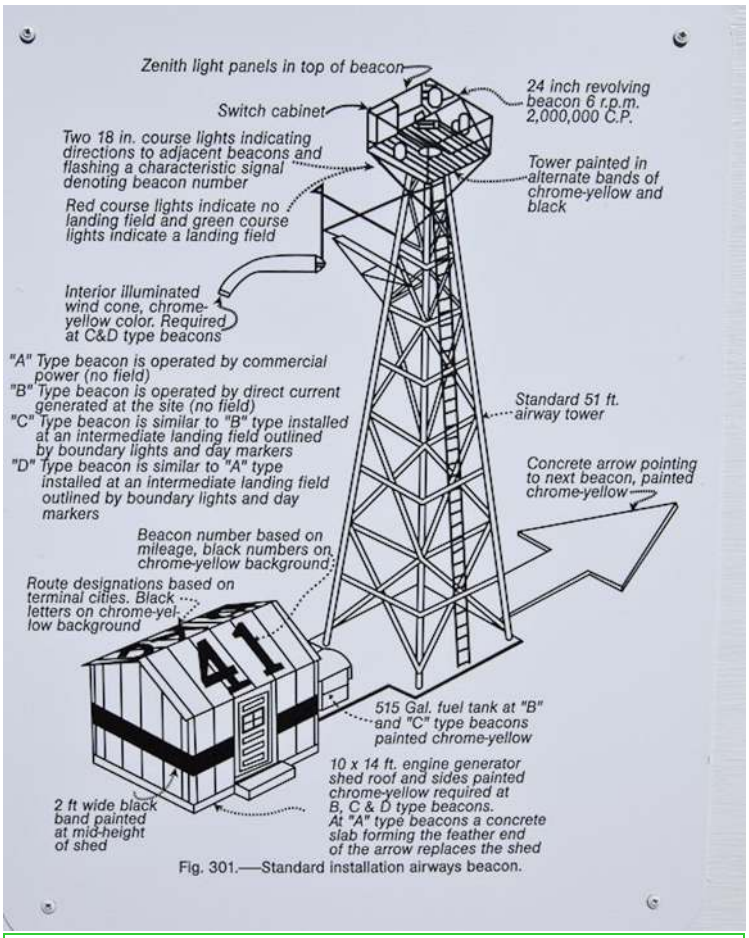


Photo of a standard Airway Arrow and Tower Beacon setup diagram from the Western New Mexico Aviation Heritage Museum, El Malpais, NM. (Photo by AUX Joe Giannattasio)

Mail Call! This issue's mail is brought to you by HU-16E CGNR 1280 on the seaplane ramp at Coast Guard AVDET Bermuda (with Gibbs Hill Lighthouse in the background), circa 1961. In the summer of 1952, the Navy requested that the Coast Guard establish a SAR unit at Bermuda in support of naval operations. The Air Detachment was commissioned on October 31, 1952, CDR Jim Cornish commanding. It closed in 1966.

DFC Society 2021 Reunion

The Distinguished Flying Cross Society

The DFC Society is pleased to announce its 2021 Reunion in Washington, DC September 23-26. The theme is "Riders on the Storm - Desert Storm," the thirtieth anniversary year of the Desert Storm campaign to reverse Iraq's invasion of Kuwait. Speakers include DFC Society member **General Richard Cody, USA (Ret)**, former Vice Chief of Staff of the U.S. Army, who led the first night Apache helicopter strike that took out Iraqi early warning radars, and **Lieutenant General David Deptula, USAF (Ret),** the principal attack planner for the Desert Storm coalition air campaign. Two additional speakers will be **Vice Admiral David Buss, USN (Ret) and Lieutenant Colonel Ted Herman, USMC (Ret)**, Both are DFC Society members. *POC: Warren Eastman,* weastman@dfcsociety.org, *PH: 760-985-2810*

CGAA Prez Emerson Letter to CGC Elmer Stone

22 January 2021—Ahoy CAPT Morrison and Crew of CGC *STONE*,

The Board of Directors and 2K membership of the Coast Guard Aviation Association join you in marking the birthday of your cutter's namesake – Elmer Stone.

This 134th birthday is especially meaningful, as the first day that we celebrate with our long awaited flagship (NSC #9) that is not only operational, but also scoring a successful drug interdiction, so early in your inaugural deployment. Aviators and Cuttermen across the globe are beaming with pride!

Our Ancient Order sincerely hopes to be a Champion for CGC *STONE*. We relish how Elmer Stone served as a credible sailor in several early tours at sea, and enjoyed lasting success after stepping into the fledgling aviation profession. CGC *STONE* is an enduring symbol of a combined and cooperative approach to Coast Guard operations.

Your commissioning ceremony will be a true highlight of the New Year. Congratulations and Fair Winds!

CAPT Adam Morrison's response: Good evening, sir. Thank you for your letter; thank you for your support.

Today was a great day at sea and in the air. After getting underway from Rio de Janeiro, all hands reported to the flight deck and in formation made: "#1" in honor of Aviator #1. Thereafter, we conducted joint drills and exercises at sea with the Brazilian Offshore Patrol Vessel *Amazonas* – they launched their helo twice, which was interesting to watch (wish I had some popcorn at the ready).

During the joint ops, CDR Stone historical tribute questions were asked over the 1MC – and the winners filled five slots for morale flights.

After the joint ops, we launched 6514. Our Portuguese Naval Aviator observer and five STONE members got to fly for about 10 minutes/person. I chuckled to myself that CDR Stone himself probably caused the sea state to lie down, because it was noticeably flatter from the end of joint ops to the time of helo ops/sunset.

Our final tribute was an awesome sheet cake that paid homage to CDR Stone. All-in-all, an awesome day at sea and in the air.

On maiden voyage, USCGC Stone crew interdict narcotics in Caribbean


PO3 John Hightower photo.

On 6 January while in transit to conduct joint operations off Guyana as part of Operation Southern Cross, CGC Stone (WMSL 758) encountered and interdicted a suspected narcotic trafficking vessel south of the Dominican Republic. Having stopped the illicit activity, Stone handed off the case to CGC Raymond Evans (WPC 1110), a fast response cutter from Key West, FL, and continued their patrol south. Acting on information from a maritime patrol aircraft, the Stone crew approached the vessel of interest and exercised CG authorities to stop their transit and interdict illicit maritime trade.

CGC Raymond Evans arrived on the scene shortly after. A boarding team from the Raymond Evans conducted a law enforcement boarding, testing packages found aboard the vessel, revealing bales of cocaine estimated at 2,148.5 lbs (970 kgs) total.

Stone's crew remained on scene during the search of the vessel to assist if need. Following the boarding, the Raymond Evans crew took possession of the contraband and detained the four suspected narcotics trafficking vessel members. They are working with the 7th District and Department of Justice on the next steps.

"CGC Stone is a highly-capable multipurpose platform and ready to conduct missions to save lives, support lawful activities on the high seas, and highlight and build CG partnerships with other nations. I am not surprised that Stone interdicted drug smugglers – it is what the Captain, crew, and every CG member is prepared to do every day underway. Stone's crew is exhibiting the highest professional competence, reinforcing that Stone is well-suited to help our partners in the South Atlantic expose and address illicit activities in the maritime domain. These transnational criminal activities – be it illegal fishing or the trafficking of people, drugs, money, etc. – challenge global security, and only together can we combat these threats." VADM Steven Poulin, commander LantArea.

"I'm very proud of the crew for completing this evolution safely and making an immediate impact on our first patrol. This case illustrates that Stone is a competent partner, and our crew is ready for the front-lines. We look forward to our upcoming engagements, first with Guyana." CAPT Adam Morrison, CO CGC Stone.

"Our teammates aboard CGC Stone are helping keep our shared neighborhood – the Western Hemisphere-safe, successfully stopping illicit narcotics smuggling, while continuing their equally important mission to counter predatory and irresponsible IUU fishing, a growing threat to our partner nations' sovereignty and our collective regional security." RADM Andrew J. Tiongson, director of operations, U.S. Southern Command.

Musings of an unknown Helicopter Pilot
Contributed by Ptero Marty Kaiser, Aviator 753

Anything that screws its way into the sky flies according to unnatural principals.

You never want to sneak up behind an old high-time helicopter pilot and clap your hands. He will instantly dive for cover and most likely whimper, then get up and smack you.

You can always tell a helicopter pilot in anything moving; a train, an airplane, a car or a boat. They never smile, they are always listening to the machine, and they always hear something they think is not right.

Helicopter pilots fly in a mode of intensity, actually more like "spring loaded," while waiting for pieces of their ship to fall off.

Flying a helicopter at any altitude over 500 feet is considered reckless and should be avoided. Flying a helicopter at any altitude or condition that precludes a landing in less than 20 seconds is considered outright foolhardy.

Remember, in a helicopter you have about one second to lower the collective in an engine failure before it becomes unrecoverable. Once you've failed this maneuver, the machine flies about as well as a 20 case Coke machine. Even a perfectly executed autorotation only gives you a glide ratio slightly better than that of a brick. 180 degree autorotations are a violent and aerobatic maneuver in my opinion and should be avoided.

When your wings are leading, lagging, flapping, precessing and moving faster than your fuselage, there's something unnatural going on. Is this the way men and women were meant to fly? While hovering, if you start to sink a bit, you pull up on the collective while twisting the throttle, push with your left foot (more torque) and move the stick left (more translating tendency) to hold your spot. If you now need to stop rising, you do the opposite in that order. Sometimes in wind you do this many times each second. Don't you think that's a strange way to fly?

If everything is working fine on your helicopter, consider yourself temporarily lucky. Something is about to break.

Many years later, I know that it was sometimes anything but fun, but now it is something to brag about for those of us who survived the experience.

Basic Helicopter Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Got a Good Story?

I was thinking that a call of CGAA members to submit personal "scary" flying stories for the 'Gram might be fun and interesting. One old one that came to mind (details not available) was an experience by the late Ptero Bill Bickford. He was assigned to the staff of CCGD17 when he was a passenger on an airliner (Alaska Air probably) headed south to the lower 48. The bird crashed and burned at, I think, Ketchikan. Bill helped evacuate a bunch of passengers to get them out of the burning fuselage. As I recall, he received an award for his actions. I never thought to ask him, but I bet he would have admitted being scared. Among current pilots and crews, I imagine there have been flights when they were scared, too.

Ptero Ray Copin, Aviator 744

[Back in the '70s, we used to submit 'There I was…' stories to pass on 'lessons learned (I'll never do that again!)' to our peers as part of our annual 'week in the box' at ATC Mobile...Ed.]

Commemorative Fairchild HC-123B T-Shirts & Sweatshirts

In the 1970s, when commercially produced T-shirts of U. S. Coast Guard aircraft did not yet exist, I designed and procured T-shirts of the HU-16E "Albatross", HH-52A "Sea Guard" helicopter, and the HC-130 "Hercules" for personnel at CGAIRSTA Miami, Savannah, Detroit, & Elizabeth City. Fast forward to November 2020: I decided to design a T-shirt of another Coast Guard aircraft, the Fairchild HC-123B "Provider", because I felt that it was time for me to be slightly creative again.

I had gotten used to seeing the HC-123B "Provider" at CGAIRSTA Miami in the early 70s and admired it as the largest aircraft on the ramp. Ptero Jim Leskinovitch, Aviator 1401, one of my friends from those days, loved flying the HC-123B to the Loran A Stations in the Caribbean & still speaks fondly of the aircraft: SO I decided to make a T-shirt to surprise him. The "Provider's" Missions of SAR & Logistics, Bases, Years of Service, and photo of CGNR 4505 are all prominently displayed on the T-shirt & sweatshirt.

Public HC-123B photos show CGNR 4705, being flown by Pteros Jim Leskinovitch and Ron Shays, on a crosswind landing approach to Runway 27-R at Opa Locka Airport (CGAIRSTA Miami) *[See photo in Pterogram 3-10, P. 18…Ed]*; CGNR 4505 is pictured on display at the Pima Air Museum in Tucson, AZ. CGNR 4705 was ferried from Opa Locka to Tucson's Davis Monthan AFB, by Pteros Bernie Hoyland, Aviator 714, Fred Leonard, Aviator 1389, & John Furqueron, P-3053, as well as Bowman. I decided to use the photo of CGNR 4505 on display at Pima because it happens to be of higher quality than the Opa Locka airborne photo. Despite contacting many people who had been associated with the HC-123 program at CGAIRSTA Miami, I have been unable to determine who were the crewmembers on the 4505's final trip to Davis Monthan AFB!!

Robin Heins Photo

Set-up charges for having a full color picture on a shirt are quite high (whether you do one shirt or 100 shirts), so I decided to offer them for sale to members of the USCG HC-123B community whom I could locate, so that I could lower the unit cost of each shirt.

By word of mouth and e-mail, I came in contact with quite a number of Coasties who had been associated with the HC-123B program at Miami, Guam, Sangley Point, Naples, & Kodiak. Several of them purchased shirts or sweatshirts AND have also provided me with lots of great stories about their personal associations with the "Provider" program. In my spare time, I plan to submit an HC-123B article to the CG Aviation Association's "Aviation History" web site.

Ptero Pete Heins, Aviator 1504

Taps

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

James A. Dillian, 536, 9/18/20

Kenneth Hollemon, 1451, 11/2/20

Joanne M. Pepe (spouse of Ptero John Pepe, Jr., 1706), 12/28/20

Eugene E. Johnson, 3204, 1/20/21

Edwina Buttrick (spouse of Ptero Richard Buttrick, 988 (deceased)), 1/30/21

Jack W. Dunn, 833, 2/22/21

Robin N. Feske, RS53, ~2/3/21

CGAA Local Coordinator Program

The Local Coordinator Program 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, as well as the local Air Auxiliary, and recruit new members

The Local Coordinator represents the CGAA to the following:

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

We still need Coordinators in Astoria, Borinquen, Humboldt Bay, and AirSta Elizabeth City. In addition, Tex Coffee has moved from Miami and Jeffrey Hartman has left Port Angeles. If you are located in any of these six areas, give this a try.

Covid-19 has caused the cancellation or severe restrictions on virtually all scheduled events. However, our LC's coordinated with the various Commands for the annual CGAA awards presentations last year held all over the country. This has been but one example of the good work of our Coordinators representing all Pteros. Since Roost 2021 will also be virtual, our Local Coordinators will once again be pressed into service to assist VP for Roosts Jay Crouthers.

Take a look at this list, contact your Local Coordinator and offer up some assistance. Or, just go ahead and be one. If you wish to become a unit LC, contact Ptero National Coordinator Jim McMahon at jim.mcmahon44@yahoo.com or 281 753 5221.

LOCAL PTERO COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Open		
Atlantic City	**Dale Goodreau**	dgoodreau1@comcast.net	609 408 1934
ATTC Eliz City	**Butch Flythe**	jjflythe@mediacombb.net	252 267 1709
Barbers Point	**Scott Harris**	snlvrhawaii@yahoo.com	808 345 9484
Borinquen	Open		
Cape Cod	**Brian Wallace**	ccjbwlbs@comcast.net	508 888 7384
Clearwater	**Mark D'Andrea**	mark.j.dandrea@live.com	727 288 6679
CG Academy	**Chris Lutat**	clutat@aol.com	901 830 0939
Corpus Christi	**John Pasch**	paschfam@gmail.com	504 236 6562
Denver/C Springs	**Tim Tobiasz**	tobiascg@mac.com	504 470 5040
Detroit	**Bob Shafer**	robert.Shafer@cgauxnet.us	313 706 0840
Elizabeth City (ALC)	**Don Dyer**	helomonkey@gmail.com	618 541 4218
Elizabeth City (AirSta)	Open		
Houston	**Jim McMahon**	jim.mcmahon44@yahoo.com	281 753 5221
Humboldt Bay	Open		
Jacksonville	**Kevin Gavin**	kpgavin5@gmail.com	904 808 3507
Memphis	**Steve Rausch**	rauschfamily@comcast.net	901 871 4702
Kodiak	**John Whiddon**	jbwhiddon52@gmail.com	907 942 4650
Miami	Open		
Mobile	**Gary Gamble**	Gary.e.gamble@gmail.com	251 268 9203
New Orleans	**Dave Callahan**	davcal16@aol.com	251 458 6619
North Bend	**Lance Benton**	lancebenton@me.com	541 756 6508
Pensacola	**Kevin Marshall**	kevinandmaryliz@yahoo.com	251 776 3914
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Port Angeles	Open		
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Salem	**Paul Francis**	paul.francis@tsa.dhs.gov	617 721 0639
San Diego	**Stuart Hartley**	stuart@stusart.com	619 316 8733
San Francisco	**Tom Cullen**	tmcullenjr@aol.com	510 517 8314
Savannah	**Todd Lutes**	toddlutes@gmail.com	954 279 9712
Sitka	**Dave Moore**	swift98b@aol.com	907 747 5534
Traverse City	**Mark Benjamin**	sbenjmar@aol.com	231 642 1201
Washington	**Joe Kimball**	joekimball65@gmail.com	703 347 1330

POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES

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

The CGAA has now established a mentoring program designed to assist all of our aviation personnel in securing post-Coast Guard employment. The following people have volunteered to counsel and assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers. **However, before they can talk, you must be a member of the Association. Have your member number ready. To join online:** https://aoptero.org/membership/.

JIM McMAHON, SHELL OIL COMPANY (Ret): Jim is our Local Coordinator in Houston. He served in the Coast Guard for 12 years and left as an AD1 to pursue other interests. He has been with Shell Oil Company for the last twenty years and is now an Operations Landscape Manager. He's the company IT guy. Jim is also heavily involved in Shell Oil's MILNET or Military Network program. Shell wants to hire military veterans. He can be reached at: **jim.mcmahon44@yahoo.com** or 281-753-5221.

CHRIS LUTAT, B-777 CAPTAIN, FEDEX: Chris Lutat is our Local Coordinator at the Coast Guard Academy. He has extensive instructor, as well as pilot hiring experience. He can be reached at: **clutat@aol.com** or 901-830-0939.

PAUL FRANCIS, CDR, USCG (Ret): Paul is our Local Coordinator in Salem, MA and now works for TSA in Boston. He is responsible for the inspection and regulatory oversight of air carriers, 21 federalized airports, cargo facilities, indirect air carriers, certi-

fied cargo screening facilities, flight schools, flight instructors, and general aviation outreach throughout all six New England States. He can be reached at: **paul.francis@tsa.dhs.gov** or 617-721-0639.

SEAN CROSS, CAPT USCG (Ret): Sean is President and Chief Operating Officer of Helinet Aviation Services, Van, Nuys, CA. Helinet operates everything from A-Stars to Blackhawks. It has 85 employees and is always looking for pilots, mechanics and other staff. He can be reached at: scrossr@aol.com or 540-735-4921.

STEVE RAUSCH, CDR USCG, (Ret): Steve is an Airbus First Officer for FEDEX, and serves as our Local Coordinator in Memphis, TN. He is available to counsel pilots and has numerous contacts in the FEDEX aircraft maintenance operation. Despite Covid-19, FEDEX is actively recruiting both pilots and maintenance people. Steve can be reached at: rauschfamily@comcast.net or 901-871-4702.

BILL PAPPAS, CWO4 USCG, (Ret): Bill was an ADCS to CWO to LT. He transitioned to the private sector and held a position with a Government Contractor then spent a couple of years as a Director at an IT consulting company. He went on to a publicly traded company, where he was VP-IT and then Senior VP–Chief Information Officer. Bill has extensive experience hiring and mentoring personnel. He can be reached at: **wpappas@me.com** or 919-889-7847.

PETER TROEDSSON, CAPT USCG, (Ret): Peter is the City Manager in Albany, Oregon. Albany is a full service city with 450 employees providing police, fire, library, parks and rec, public works, municipal court services, along with all support departments. Peter serves on the board of the International City Management Association and has counseled many transitioning veterans interested in local government service. He can be reached at: **ptroedsson@gmail.com** or 503 468 9898.

LARRY POST, AMERIPRISE FINANCIAL (Ret): Larry was on active duty from 1976-1982 as an HU -16 pilot at Cape Cod. He spent 34 years with Ameriprise Financial Services, retiring as a senior executive. Larry lives in Boston and is currently CEO of Post Hospitality Group: **http://www.posthg.com/** He may be reached at **LPTHEJET@AOL.COM** or 617 908 4001.

HANK SCHAEFFER, CDR USCG, (Ret): After retirement from the CG, Hank worked for FlightSafety International as an S76 Instructor. He then transferred to FlightSafety Boeing**.** With Boeing, he became the 737NG (Classic) Maintenance Chief Instructor, a Human Factors Instructor and Manger, Regulatory Approvals and Standards. Hank can be reached at **jhjs1@yahoo.com** or 541 749 0774.

LIAM WILLIAMS, AETCM USCG (Ret): Liam retired in 2017 and went on to civil service with the State of California as Operations Manager of the Statewide Training Center. He is now a financial Advisor for First Command Financial Services. First Command is recognized as a Military Friendly Employer. He can be reached at **ldwilliams1975@yahoo.com** or 510 846 7001.

JACK SANTUCCI, CAPT USCG (Ret): Jack is Safety Officer and a Gulfstream Captain for Reyes Holdings Aviation in West Palm Beach, FL. Reyes operates Gulfstream V/450/550/650 aircraft and is frequently looking for both pilots and mechanics. Mechs must have an FAA A&P certificate, Gulfstream experience preferred. He can be reached at **JackSantucci84@gmail.com** or 561 267 2522.

TONY CLARK, CDR USCG (Ret): Tony is currently employed as a Command Pilot and Aviation Safety Manager for Croman Corporation in White City, OR. Croman Corp operates SH-3H, S-61A and S-61N helicopters on wild land firefighting contracts for such customers as the US Forest Service, Bureau of Land Management and CAL FIRE. Croman is always looking for qualified mechanics as well as pilots. FAA A&P is preferred but not required. Tony can be reached at, **rawr1@msn.com** or 503 440 1489.

MARK CREASEY, CAPT USN (Ret): Mark is a retired Navy P-3 pilot and proud member of the CGAA. He currently works at Lockheed Martin in Arlington, VA, as the Director of Government Affairs for Naval and Coast Guard Aviation. He can offer insights on making the transition to the defense industry, going to the airlines, and/or building your professional network. Mark can be reached at **mcreasey90@gmail.com** or 703 597 3661.

DAN CRAMER, CDR USCG (Ret): Dan is a line pilot and Safety Officer for Metro Aviation in Ashville, NC. He can discuss the ins and outs of the Air Medical world for both pilots and mechanics. He states that USCG people are highly respected in this entire field of aviation. Dan can be reached at **daniel_s_cramer@yahoo.com** or 510 229 0924.

RICK KENIN, CAPT USCG (Ret): Rick is Chief Operating Officer, Boston Medflight, Bedford, MA. This is a fixed and rotory-wing air ambulance provider servicing the New England region with a long history of employing former Coast Guard pilots and mechanics. Additionally, Rick is connected across the air ambulance industry and can provide career advice for CG aviation people transitioning to commercial aviation. He can be reached at: **rick@keninfamily.com** or 305 389 3667.

The only job requirement is to relate your experiences as you made the transition from Coast Guard Aviation to any kind of civilian employment. If you have any questions, please call or email: Jim McMahon at jim.mcmahon44@yahoo.com or 281 753 5221.

LOCAL ACTIVITIES

Covid-19 has restricted most activities. However, a few events have gone forward while in full compliance with local restrictions.

TRAVERSE CITY Breakfast at Willie's. L to R: CAPT Chuck Webb, AirSta CO, Av. 3422F, Fritz Barrett USAF Liaison, Greg Caskie P -4822, Randy Blunck P-5087, Don Jenson, Av. 1327, CPO Cliff Fisher, VP, TC CPOA, Chuck Billadeau, P-5069, Tim Goldsmith P-3270.

Salvation Army Christmas Bell Ringer; Senior Chief (Ret) Diz Dalxell, P-5047, sports his CGAS Kodiak ballcap as Traverse City Pteros ring in the Christmas season with lots of good cheer.

Traverse City LC Mark Benjamin, Av. 1665 and the recently fully retired Tom Haase, Av. 1948, prepare for a bit of skiing in a Piper Cub. How do we get into a Piper Cub? Very carefully**!**

Cape Cod LC Brian Wallace, Aviator 1259, snowshoes on a great looking day. Lookin' good, Brian!!

Traverse City: ASMC (Ret) Greg Caskie, P-4822, (L) known locally as Santa Greg, with Larry Manthei, Av. 1719. Several Pteros along with wives participated in 2020 Bell ringing.

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-2020 & early-2021 "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
AET3 Randy M Aguirre	Mobile
AET3 Roman L. Bratic	HITRON
AET3 Ricardo L. Fuentes	Mobile
AET3 Forrest T. Schue	Sacramento
*AET3 Jacob P. Flannery	HITRON
AMT3 James T. Carabin	Mobile
AMT3 Christian D. Mirenda	Atlantic City
AMT3 Darien T. Neely	Barbers Point
AMT3 Herbert A. Pitts	Cape Cod
AMT3 Ryley K. Smith	Kodiak
AMT3 Hadi Yaagoubi	Clearwater
AET3 Tresen K. Arakaki	Clearwater
AET3 Ricardo A. Fajardo Ramos	Miami
AET3 Ty D. Lindeman	Savannah
AET3 Joshua C. Prater	Kodiak
AET3 Maxx R. Sepulveda	Barbers Point
*AET3 Joshua J. Colon Vega	Mobile
AMT3 Vincent P. Boyer	Cape Cod
AMT3 Jacob X. Colleton	Atlantic City
AMT3 Steven W. Gordon	Detroit
AMT3 Hunter S. Harris	HITRON
AMT3 Tasha A. Munson	Elizabeth City
AMT3 Michael J. Steele	Mobile
AST3 Peter M. Cowen	Kodiak
AET3 Jacob D. Gray	Miami
AET3 Jacob A. Hancock	Mobile
AET3 Francis P. Makepeace	San Francisco
AET3 Joshua C. Richards	Elizabeth City
AET3 Kevin H. Ryan	Mobile
AET3 Blake A. Beard	Miami
AET3 Eva M. Davison	Sacramento
AET3 Adam L. Gold	Elizabeth City
AET3 Jake A. Suthard	Elizabeth City
AMT3 Kayle W. Bosley	Miami
AMT3 Shae C. Erickson	San Francisco
AMT3 Hunter G. Morris	San Diego
AMT3 Christopher J. Pavlik	Miami
AMT3 Jorden E. Sanchez	San Francisco
AMT3 Reece A. Williams	Clearwater
*AMT3 Patrick R. Brown	Traverse City
AET3 Andrew J. Bear	Kodiak
AET3 Juan C. Figueroa Hernandez	Barbers Point
AET3 Taylor G. Martin	Miami
AET3 Aaron Ruiz	Clearwater
AET3 Christopher M. Wenck	Atlantic City
AMT3 Diego A. Beltran Bernal	Atlantic City
AMT3 Tristan H. Browne	Kodiak
AMT3 James S. Gold	HITRON
AMT3 Andrew J. Hall	North Bend
AMT3 Brenden G. Mahoney	New Orleans
AMT3 Michael C. Scott	Detroit
*AMT3 Pohai McWhirter	Kodiak
*AST3 Joan M. Gonzalez	Miami
AET3 Alexander R. Grussing	Sacramento
AET3 Kevin P. McManus	Traverse City
AET3 Tanner N. Redman	Mobile
AET3 Connor A. Rudolph	Miami
*AET3 Marc A. Todd	Sacramento

Newly Designated Aviators

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

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
4984 Douglas R. Brown	Atlantic City	4985 Austin J. Clark	
4986 Austin S. Clauson		4987 Kelli T. Davis	
4988 Andrew G. Nielsen	Barbers Point	4989 Stephen J. Ratasky	New Orleans
4990 Maxwell B. Shaw		4991 Jordyn C. Tolefree	
4992 Ashley L. Watson		4993 Kory C. Kahanamoku	
4994 Brandon Pearson		4995 Andrew S. Campbell	
4996 Jordan D. Fonville		4997 Tyler K. Fassett	Elizabeth City
4998 William D. Colomb		4999 Collis R. Brown	Corpus Christi
5000 Tyyler K. McNeace		5001 David R. Brennan	
5002 Theodore W. Keenan		5003 Karlo J. Vazquez	Cape Cod
5004 Nicholas P. Lodovici	Sacramento		

Dues may be tax deductible; CGAA is an IRS 501 (C)(3) non-profit organization, EIN: 33-0161887

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 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 Ptero Store is getting ready for spring! We have both male & female light-weight jackets with reflective tape to keep you safe at night.

The store has sold out of the Pterodactyl hat so the CGAA hat is the only one available now.

The source for the CGAA Magnetic Name Badges has dried up. We've found a great replacement but the price is higher, unfortunately. If we order 10 or more at a time it brings the price down to a reasonable amount. Therefore, we will only offer the name badge a couple times a year in the hope of getting the quantity we need. The month of November will be "Name Badge Month", think Stocking Stuffer for next Christmas, with another sale in the summer of 2022 in time for the Corpus Christi Roost.

If anyone desires to have CGAA Business Cards, contact me and I'll fill you in on how to get them.

The 2020 Virtual Roost may be viewed on our website at your leisure.

Mark your calendar to attend the 2021 Virtual Roost at 1300 on Saturday 13 November.

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

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

Mar 2021 **Please make copies of this form and pass it on.**

Please check all below that apply:

❑ CG Active ❑ CG Retired
❑ CG Reserve ❑ Former CG(not ret)
❑ CG Auxiliary ❑ Other Supporter
……
❑ CG Aviator *(Data if known:)*□
Designation Nr:_____Date: _____
Helo Nr: _____Date: _____
……
❑ CG Aircrew ❑ CG Flight Surgeon
❑ Exchange Pilot
Service_____ Country_____
CG dates served:
_____ to _____
……
❑ Other:_____

❑ Please send me how-to-help info!

***MAIL TO*:**
The CG Aviation Association
P.O. Box 940,
Troy, VA 22974

Total Enclosed: $

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 **ccjbwlbs@comcast.net** or 508 888 7384.

CORPUS CHRISTI: Monthly luncheon. First Thursday of the month at 1500. IHOP on Padre Island Drive. For more info, contact coordinator John Mills at 361 215 6941 or Corpus Christi Local Coordinator John Pasch at **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 **jbwhiddon52@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 1800 somewhere in the Traverse City area.
For more information contact Traverse City Coordinator Mark Benjamin at **sbenjmar@aol.com** or 231 642 1201.

ENLISTED ANCIENT AL from 9

Commandant, ADM Karl L. Schultz, at the Aviation Logistics Center in Elizabeth City, NC on April 22nd. It has truly been an honor to serve as a member of the United States Coast Guard for a quick 30 years and to perform the duties and responsibilities of the 12th Enlisted Ancient Albatross. Thank you to everyone who assisted me along the way and thanks to the Pteros for their overwhelming hospitality. I will continue to be an active member of the CG Aviation Association after retirement. Can't wait to join you all at the next 'Cyber Roost' and in Corpus Christi at the 2022 'live' Roost.

Semper Paratus!

Ptero Broderick Johnson, P-5068

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

Return Service Requested

MAIL Pg. 14

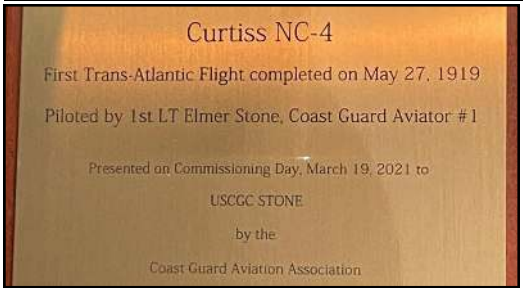
THAT'S NOT ALL !!

Black Rescue Birds in Korea. See 'What Goes 'Round, Comes 'Round' on P. 10.

Sector/AirSta North Bend Highlighted. See Story on P. 4.

Pteros Tony Hahn (L) & RADM Bob Johanson

VADM Steve Poulin, LANTAREA, & CAPT Adam Morrison - CO STONE.



Pteros CDR Denning (L), Av. Safety, Ptero Prez Emerson, Enl. Ancient Al Johnson, CAPT Everingham-Av. Engineering, CAPT MacDonald-Av. Acquisitions, CAPT Riedlin-Av. Forces, & Tony Hahn.