



# PTEROGRAM

Coast Guard  
**CGAA**  
Aviation Association®

The Official Publication of the  
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*The Ancient Order of the Pterodactyl*

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**Elmer 'Archie' Stone's  
135th Birthday Celebrated  
at CG HQ**  
By Ptero Steve Goldhammer,  
Aviator 1207



On Friday, 21 January, about 75 CGHQ-assigned aviators, including many Pteros, and about 10 retired Pteros gathered at CGHQ to celebrate the 135th birthday, a day early, of Coast Guard Aviator #1 in many forms of flight gear. Kudos to LCDR Frank Minopoli, Aviator 4299, (CG -7115) for coordinating the festivities.  
**SEE ELMER'S BIRTHDAY on P. 9**



**Coast Guard Jeep Finds a New Home**  
By Ptero Steve Goldhammer, Aviator 1207

Aerospace Museum in Sacramento: a 1943 Willys Jeep restored by ASM2 Buck Parham who willed it to the CGAA upon his passing in 2012. Ptero Cecil Loter, aviator 1249, picked it up with his trailer in Ogden, Utah and brought it to the museum. He gets credit for a successful SAR case with one Jeep saved for his log book.



The CG Jeep at the California Aerospace Museum.

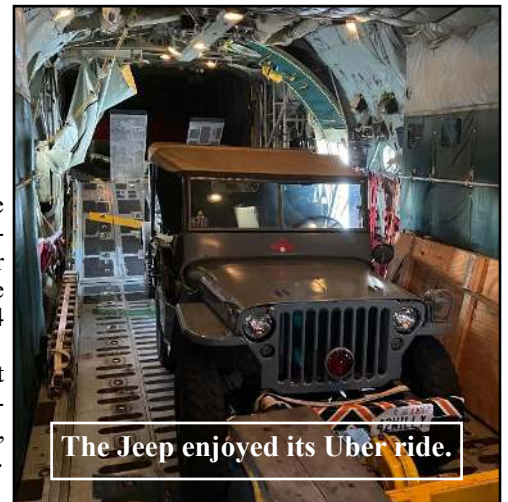
with an interim RON at AirSta Sacramento.

The jeep is now proudly displayed, just inside the main entrance, at the Military Aviation Museum in Virginia Beach, VA. Museum Director Keegan Chetwynd and his staff picked up the jeep and its utility trailer at Eliz. City on 24 January and transported it to Virginia Beach.

The museum celebrates and honors the first 50 years of military aviation and has many operational aircraft, including a PBY and a T-28, and a beautiful WWII-era British control tower.  
**SEE CG JEEP on P.5**

At the 2012 Ptero Roost in Sacramento, Prez Steve Reynolds, Aviator 2863, mentioned a piece of Ptero history at the California

Aerospace Museum decided that they were no longer able to support the display of the jeep there. Through the efforts of many CGAA members and the active duty CG aviation community, the jeep was transported on 21 January via HC-130H CGNR 1720 on a flight of opportunity when the 1720 was enroute from AirSta Barbers Point to AirSta Elizabeth City for overhaul



The Jeep enjoyed its Uber ride.

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



Ahoy, Pteros: The masks are coming off, and our next Roost is in person. Can I get a Whoop? The only thing that could keep me from Corpus now might be skyrocketing gas prices. I bought gas yesterday and the price went up 22 cents a gallon while I was filling up!

We started 2022 with a B-day party for Elmer Stone at CGHQ that featured historic observations from Beth Crumley, with her signature passion. Thanks to the Tri-P leaders, staff aviators, and a flock of nearby Pteros for joining up for cake, and some offsite mentoring afterward. I should also thank our active duty leaders, and folks in SACTO and E-City for helping us get the CG Jeep

to the museum. The transport was a true team effort, and the rest is history!

Weeks later, I intercepted Jim Loomis at a restaurant of his choosing (which he owns), and presented an overdue President's Award in the company of friends and few bar flies. Recall that Jim led the bronze bust project as a tribute to Jack Rittichier last year. Flanked by Ben, Rudy, Phil, Ed, and Cadet Orion Sargent, Jim readily deflected attention to Ben Victor (acclaimed sculptor), Harvey Orr (master podium craftsman), Dave Young (storyboard artist), and Rudy Peschel (cheerleader). I'd like to corral them all in Corpus for a team photo.

While in spitting distance of Chase Hall, I toured the Redbird with Ptero Phil Volk and Aviation Club President, Cadet Connor Glynn. Phil is leading upgrades to the simulator and club spaces, and partnering with Ptero Chris Lutat to blow the hatch off many new training opportunities for aspiring cadet and OC aviators. On that note, I congratulate Connor and Orion for present position direct orders to Pensacola after graduation. I almost want to go back!

One of our most important initiatives in recent years has been the CGAA Unit Coordinator program. Many have stepped up to represent the Pteros to the various commands, and communities all over the country. In order to take this program to the next level, the Executive Board has approved the creation of CGAA Chapters and the renaming of Unit Coordinators to Chapter Coordinators. Chapters will add some formality, structure and professionalism and further define the role of our Coordinators. As of right now, this is really simply a change in semantics; but, in the near future we will publish guidance that defines the relationship between our CGAA Chapters and the core CGAA organization. In the meantime, I encourage everyone to get involved in CGAA Chapter activities.

Looking ahead, my harness is locked for the SAS Happy Hour in April, Hall of Honor nominations, the EAA Change of Watch, ATC's Flight Suit Formal, establishment of CGAA Chapters, and a slew of history projects. And, stay tuned for feverish election commercials and campaigning. This year we've enlisted a Nomination Committee to find able candidates to take the controls and keep us upright. The new Exec. Board team takes the controls in Corpus!

File your flight plans now - the *hospitality suite* opens in 7 months! I may try hitching a ride with the People's Convoy. They said they're leaving DC early because traffic here sucks.

Stay well! Mike

## Taps

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

Bruce Merchant, 1585, 10/6/21

Russell Gilbert, P-2982, 12/22/21

Ron Huddleston, 1194, 12/26/21

Robert Knapp, 1334, 12/29/21

Jack LaFlamme, 962, 1/10/22

Carl Meredith, 850, 1/19/22

Carol Huleatt (spouse of Ptero Hugh Huleatt, 1016), 1/21/22

## New CGAA Members Since 12/1/21. Welcome Aboard!

Ibrahim Abi-Rafeh	Regular	P-5746	Awilda M. Borres	Life-Regular	P-5751
Daniel Feirman	Life-Regular	4212B	Nestor Figueroa	Active	P-5748
Michael Iannitelli	Life Regular	RS-392	Joshua Jacobs	Active	P-5780
Richard Johnson	Regular	P-5787	Jonathan McAfee	Life-Regular	P-5766
Randy McKay	Regular	P-5775	Michael Kevin McNamara	Life in 5	P-5761
Michael O'keeffe	Regular	P-5769	Bob Randolph	Life-Regular	2468
Thad Saur	Regular	P-5774	Bill Vieth	Life-Regular	2120
Lance Wood	Life-Regular	3431C			



## AirSta Cape Cod Aircrewman Receives HAI's Salute To Excellence Matthew S. Zuccaro Land & Live Award



AET2 Andrew Champagne was selected by the Helicopter Association International (HAI) as the first recipient of the Salute to Excellence Matthew S. Zuccaro Land & LIVE Award. The award recognizes aeronautical decision-making, crew resource management, and coordinated actions by flight crews that result in the decision to

terminate a flight before an accident could occur. The award was presented on 7 March at HAI HELI-EXPO 2022 in Dallas, TX.

On June 8, 2021, Champagne's rescue crew was dispatched for a search near Boothbay Harbor, Maine, about 175 miles away. Local conditions were 300 feet and 1/2-mile visibility with mist. Due to the distance and IFR conditions, the crew elected to load the full 5,800 lbs. of fuel onboard, filling all three of the MH-60's external tanks.

Shortly after takeoff, Champagne began to feel a mysterious vibration in his seat. After ruling out his seat as the source, he announced an abnormal vibration. No other crew member felt it, yet the aircraft commander immediately asked if Champagne felt the flight should be aborted. "I could barely see the runway lights, so I knew we were close to where the clouds were starting," Champagne recalls. "If we waited any longer, we'd need to climb and follow IFR procedures to return to the airport. That would put us over densely populated areas and extend the flight, increasing the chances something could go wrong." Champagne called for the abort without hesitation. Once back at the hangar, he inspected the aircraft. When he reached the left inboard external tank, he was able to move it back and forth. It was loose and, with a full load of fuel,

could have easily come off the aircraft. He and his crew immediately realized the potentially catastrophic situation they'd narrowly avoided. Had the 120-gallon tank come loose in flight, it would have landed over a populated area and could even have caused the aircraft to crash.

"The biggest thing we've all taken from this experience is no matter what you feel, see, or smell, it's so important to speak up," Champagne says. "A lot of people will second-guess themselves or are afraid to speak up, and that's when accidents happen. We're fortunate to have a culture in the Coast Guard where any of us can decide to abort a flight and it's never questioned. Maybe it's nothing. But what if it was something?"

Thanks to Champagne's bold and concise actions and directions during takeoff, the crew averted a potentially deadly situation. His actions and the culture of the Coast Guard to trust and follow any crew member's call to abort illustrate the value of former HAI President Matt Zuccaro's program Land & LIVE.



## AirSta Cape Cod Safety Department Receives HAI Salute to Excellence Safety Award



Air Station Cape Cod's Safety Department (Ptero CDR Brian Kudrle, Aviator 3863, MAJ Pete Wright, LT Justin Moore, Aviator 4696B, & AST2 Samantha Stone) was selected by the Helicopter Association International (HAI) as the recipient of the Salute to Excellence Safety Award. The award recognizes outstanding contributions to the promotion of helicopter safety and safety awareness. It was presented on March 7, at HAI HELI-EXPO 2022 in Dallas, TX.

Initiatives in the safety department at AirSta Cape Cod, have not only increased safety at the air station but have had far-reaching effects across the CG as well. Fostering a strong reporting culture, the air station's safety department conducted in-depth analyses following unit mishaps. The department's expertise was leveraged

on at least 70 occasions during the past fiscal year alone, capturing lessons learned in the wake of mishaps and making recommendations for both unit- and fleetwide change. Their efforts accounted for more than \$390K worth of malfunctioning or damaged equipment that ultimately led to a reportable event.

The department flagged potentially catastrophic aircraft malfunctions, e.g., when erroneous radar altimeter readings of 70 to 100 ft. above true altitude were observed while crews practiced night instrument approaches to water, the safety department investigated. Upon contacting the Aviation Logistics Center, the department learned that the anomaly was known and occurred around electromagnetic interference (EMI). Though engineering solutions had been implemented to mitigate the effects of EMI, Cape Cod's crew proved the hazard had not been entirely eliminated. They also highlighted procedural safeguards for crews published in the MH-60 aircraft flight manual in its analysis of the mishap.

Understanding that this remedy may have been widely overlooked, Cape Cod's safety department led an effort to increase awareness about the issue across the entire CG rotary-wing fleet. This invaluable exchange of information is one of many examples in which sharing lessons learned and potential equipment vulnerabilities has sparked training and safety-related discussions within all CG aviation units.

Recognizing the inherent hazards of the aviation environment, the air station also maintained a high state of readiness for any potential mishap with frequent and realistic drills. AirSta Cape Cod maintains a readiness to respond to a mishap through a tiered approach to

training that begins with traditional classroom-style presentations, progresses to a tabletop mishap exercise, and culminates in full-scale drills.

The safety department extended its work beyond air ops to include the overall safety of all personnel. When trace amounts of hexavalent chromium were found in rotary-wing shop spaces, for example, they rapidly developed a plan to conduct both in-house and contractor-led cleanings to address the concern. Similarly, during lead-abatement efforts on the unit's aging hangar floor, they observed flaws in the contractor's containment system and issued on-the-spot corrective actions for those conducting the work. These actions prevented lead-dust contamination, which could have posed a significant health hazard for unit personnel.

The air station also uses its wealth of safety knowledge and experience to assist neighboring aviation units. Through a partnership with Cape Cod Gateway Airport, the air station's safety department served as both participants and evaluators during a triennial mass-casualty incident drill that brought together regional aviation partners and local first responders to enhance readiness for a potential major mishap.

Through its members' tenacious drive and commitment to safe practices both on the ground and in the air, AirSta Cape Cod's Safety Department has been an exemplary model of sustained safe performance.



## AirSta Cape Cod Pilot Receives HAI Salute to Excellence Pilot of the Year Award



LCDR Travis Christy, Aviator 4471, an AirSta Cape Cod MH-60 aircraft commander, was selected by the Helicopter Association International (HAI) as the recipient of the Salute to Excellence Pilot of the Year Award. The award recognizes an outstanding single feat performed by a helicopter pilot during the year or extraordinary professionalism over a period of time. It was presented March 7 at HAI HELI-EXPO 2022 in Dallas, TX.

On March 2, 2021, a call came into AirSta Cape Cod that the Atlantic Destiny, a 140-foot f/v with 31 onboard, had caught fire and was taking on water over 200 nautical miles east of Cape Cod. Facing darkness, freezing cloud layers, and turbulent winds, Christy set out for the disabled vessel. Shortly after the aircraft arrived on scene, the decision was made to evacuate most of the crew. After a Royal Canadian Air Force helicopter hoisted six crew members, Christy maneuvered his helicopter into position to begin hoisting survivors. Battling 40 to 60 knot winds and 33-foot waves, Christy and his crew hoisted eight survivors from the dark, pitching vessel. With a full cabin, Christy departed and flew 125 miles through pockets of unidentified precipitation to Yarmouth International Airport in Nova Scotia, Canada, where the survivors were transferred to awaiting rescue personnel.

Christy rose to the occasion again on May 30, 2021 when he and his crew medevaced an injured skier at 4,000 feet on Mount Washington in New Hampshire. The skier had fallen 400 feet through a boulder field and suffered severe head trauma and a spinal injury. No other aircraft in the area could support the mission due to the patient's high-altitude location and 1/16 to zero statute mile visibility.

Christy flew under an IFR flight plan to Eastern Slopes Regional Airport near the injured skier. From there he identified a safe route and briefed his team on how they would transit the remaining 20 nautical miles to the injured skier, including an inadvertent IMC plan. The aircraft followed the road, navigating around clouds and mountainous terrain at 40 to 70 knots and altitudes ranging from 100 to 200 feet.

Once on scene, Christy used the aircraft's direction finder to pinpoint the injured skier's position. As the helicopter hovered near its maximum available power, Christy served as the safety pilot while the patient was hoisted via litter. Once the skier was safely on board, Christy and the crew expeditiously transported the patient to Maine Medical Center.

In August 2021, Christy was also instrumental in discovering and rescuing eight people and two pets from a severely damaged beach hotel on Grand Isle, Louisiana, while supporting post-hurricane rescue efforts in the wake of Hurricane Ida.

LCDR Christy's careful judgement, aviation skill, and trusted leadership has made positive differences for countless lives.



## Ancient Al #26 Letter to Pteros



Greetings, Fellow Pteros; I hope this finds everyone well and excited about AirSta Kodiak's "Summer in Kodiak" invitation and offer for unit tours. What a great place to

visit and bond with fellow fliers and perhaps get in some world class fishing. The last quarter saw many changes and I'm happy to say the lifting of mask mandates in most areas. I certainly hope we are getting back to some semblance of normal.

I found myself grounded at the beginning of the year after I suffered a personal set back that slowed me down a bit this quarter. An early skiing trip at Steven's Pass, WA ended up with a visit to the emergency room followed by ACL reconstruction surgery - done for the season. This was a reckoning for me and I realized I'm much closer to 70 than 40 years of age - perhaps there's something to this "Ancient" title. But keep heart, my spirits are high and my recovery didn't keep me from celebrating some of CG aviation's marquee events and traditions. I toasted to Frank Erickson's first official helicopter rescue mission (3 Jan) ... albeit from the couch with my leg elevated in some contraption that kept it moving. We've come a long way since then which I'll mention a bit later. With my recovery progressing quickly to walking with a brace, we celebrated Elmer "Archie" Stone's birthday in

grand fashion with a celebration in the D13 conference room overlooking the beautiful Puget Sound with the Olympic mountains in the background. My senior command assistant (SCA) crafted one of the nicest birthday cakes I've seen, complete with Wings of Gold! I'd been rereading Rob Workman's book "Float Planes and Flying Boats" and was able to share a few stories about Archie/CGAVI #1 and his historic transatlantic flight in the NC-4. A good time for all and the read is well worth the time - those were some exciting and harrowing times.

The hands down highlight of the quarter for me was a trip with my Command Master Chief (Shane Carroll) to Astoria, OR in late February to visit the Advanced Helicopter Rescue School (AHRs). Yes, we've come along way; this was not your fathers AHRs. Ptero CAPT Chris Hulser (ATC CO) and team have amped up the course with his mantra "Aggressive and Safe Training Saves Lives". CDR PJ Johansen, Aviator 4254, and ASTCS Brian Kirken-dall, the program coordinators, have done a great job making the course more relevant and impactful by expanding throughput and adding some impressive urban SAR training at Camp Rilea (Warrenton, OR) into the curriculum. I won't go into the details of AHRs as it deserves a full article of its own; but I will say it's very challenging and exciting and included some Canadian Coast Guard attendees. I got a flight in the Canadian's CH-149, Cormorant and was fortu-

nate to have a front seat view of the training - literally.



With the Chief of Aviation's approval, I was able to sit left seat in the MH-60 and observe the vertical surface recovery training at Cape Disappointment and North Head Light. I even got a little stick time! With ATC instructors and students including pilots, flight mech's and rescue swimmers from across the CG, I continue to be impressed with the quality of our people and capabilities of our assets. The future is indeed bright. I also participated in a podcast interview for ATC's "Flight Suit Fri-



CAPT Mark McDonnell (D13 Dr) (L), AET1 Hoke Harper (AS Astoria), CDR PJ Johansen (ATC), CMC Shane Carroll (D13), RADM Mel Bouboulis (D13).



day” series ... look forward to hearing how it comes out. Check out the series to hear some neat flying stories.

Finally, in later March, I'll make a stop and go at ATC for the Aviation CO's Conference and get a chance to connect with our field commanders and see ATC's progress on their aviation heritage campaign. Again, it's my honor serve as the Ancient One - I have a few open gripes; but am back to FMC status and look forward to more engagements ahead! Best wishes to all!

RADM Mel Bouboulis,  
Aviator 2915, Ancient  
Albatross #26



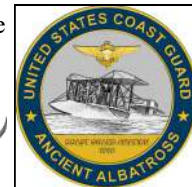
## Enlisted Ancient Al #13 Report to Pteros



Greetings Pteros! It's bittersweet to report this may be my last Pterogram missive while serving as the Enlisted Ancient Albatross. As I rapidly approach the start of my terminal leave in mid-May, I find myself pondering all the fun, adventures, and friends I've had over the course of my career. One thing I never would have imagined is that I'd one day become the Enlisted Ancient Albatross. Although COVID limited opportunities over the last year, it's been a surreal experience and I've enjoyed every second. I'm

eternally grateful for the opportunity to don the Ancient Albatross garb and represent the Enlisted side of Coast Guard aviation. Although I'm close to the door, this is certainly not goodbye. I'm looking forward to meeting more of you at future roosts. I don't have particulars on the change of watch ceremony, but I hope to meet more of you there as well, if you're able to attend. Until later!

Semper Paratus!  
Ptero AETCM Jaime  
Young, P-5652  
Enlisted Ancient  
Albatross #13



## Coast Guard Marathon Held at Elizabeth City

By Ptero Keith Overstreet, Aviator 3227



On Saturday, 5 March, the first in-person Coast Guard Marathon, and half marathon, kicked off in downtown Eliza-

beth City, NC by the scenic shores of the historic Pasquotank River with perfect running weather. The associated 5K started in the same spot the evening prior, witness to a pair of Coasties winning the event. ET2 Peter Ramundo of CGC NORTHLAND took first place for the men in 15:36 and Ptero LT Tessa Clayton (CG Aviator # 4431) of ALC took first place for women in 20:14. Runners traveled long distances and from at least 23 other states to participate in the marathon. Alex Trouteaud from Barnsville, MD won the men's full mara-

thon in 2:32:50 and Suzanne Trotter of Indian Trail, NC won the women's in 3:04:08. Perquimans High graduate Ben Godfrey won the men's half marathon in 1:17:25. Olivia Herndon, of Esmont, VA, won the women's half marathon in 1:27:02.

Both the half and full marathons followed the river south of town and weaved through CG Base Elizabeth City. The half turned around at the air station and the full continued out the back gate of the base to the single remaining historic WWII blimp hangar from the former Naval AirSta Weeksville and site of the then top **SEE CG MARATHON on 10**

## CG JEEP From 1



Unloading at Elizabeth City. Almost home!

Many thanks to all who played any role, however large or small, in facilitating, expediting, blessing, or accomplishing this significant Coast Guard history project. The jeep has, indeed, found a good, befitting home!

Pteros: Prez Mike Emerson; Ex. Director Ben Stoppe, Aviator 1646; Andrew Eriks, Aviator 3259, CG-711; Edward Gibbons, Aviator 2761; William Lewin, Aviator 3378, AirSta Eliz. City CO; Ian Bastek, Aviator 3479, AirSta Sacramento CO; Brian Hopkins, Aviator 3440A, ATTC Eliz. City CO; Steve Delikat, Aviator 2152, AirSta Sacramento CGAA Local

Coordinator; Mike Brandhuber, Aviator 3358; Janis Nagy, Aviator 2791; Ronald Bledsoe, Aviator 3961; Mont Smith, Aviator 1520; Ian Hall, Aviator 3835, Brian Seekatz, Aviator 4273, and Ye Ancient Scribe.

Others: CAPT Torrence (Tad) Wilson, Aviator 3468, ALC Eliz. City CO; M. Garrett Faulkner, Aviator 3917; David Brennan, Aviator 5001; David C. Thompson, Aviator 4192; Jacob Rath, Aviator 4872; Aaron Ortenzio, Aviator 3712; Crystal Barnett, Aviator 4514; CWO Thomas Rapp; CWO Stephen Harvey; CPO Jerry Scott; & CPO Mark Holmes.

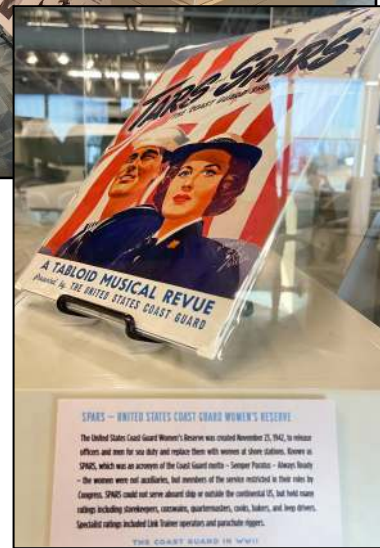
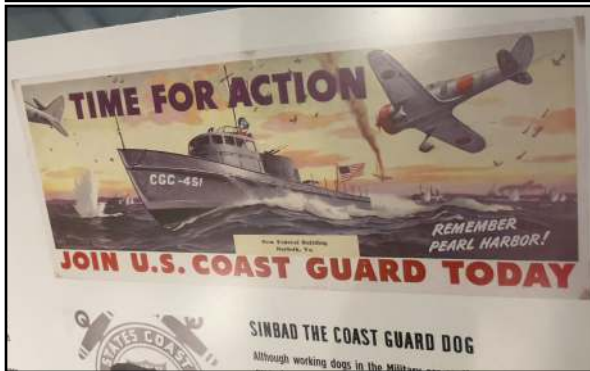
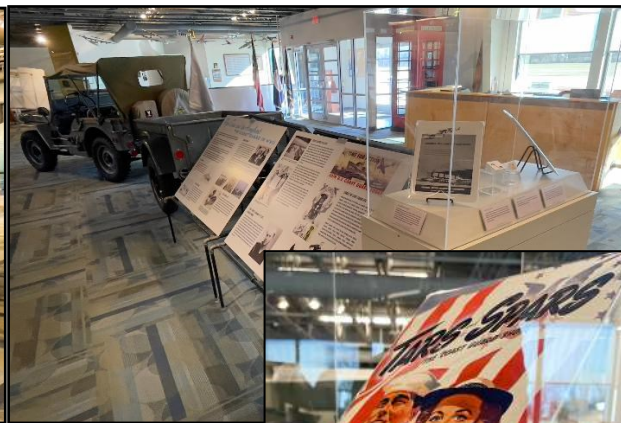
1720 Flight crew: CDR M. Garrett Faulkner, LCDR Brian Seekatz, AMTC Jerry Scott, AET1 Shane Williams, & AMT2 Ryan Cabre-ra.

Ptero Past Prez Mont Smith reported that '...he owes all involved a sincere debt of thanks. The story of the jeep began years ago when I was president of the CGAA. It started with a request from a young native American man's father. His son had served as an Aviation Survivalman (ASM) in the Coast Guard at Air Station Barbers Point. Back in the day, ASMs packed parachutes and maintained survival equipment for the aircrews. They also flew in various capacities in helicopters and multi-engine fixed wing aircraft. This young man completed his enlistment and returned home, where he eventually found employment as a civilian on a large Air Force Base out west. He was offered an Air Force Reserve commission and was a skilled worker. As a

hobby, he obtained the Jeep and outfitted it in Coast Guard/Navy WWII wartime grey paint. The serial number on the hood was fictitious - he replicated his Coast Guard service number as the serial. This man perished from ALS (Lou Gehrig Disease) and his last wish, expressed to his father, was that his beloved Jeep would find a place in a museum where it could be appreciated by the public. He is buried in the Cherokee Nation Cemetery in Oklahoma. I always thought the jeep would be a fitting tribute to the hundreds of Coast Guardsmen who patrolled our Atlantic Coast beaches on the lookout for submarines and saboteurs during WWII. They were often transported from bases like CG Air Station Elizabeth City, where their sentry dogs were housed and trained. Thanks to the Military Aviation Museum (MAM), Virginia Beach, VA for accepting this artifact.'

The museum exhibit is called **High Seas and the Homefront: The Coast Guard in WWII**. It will be up through the Summer at least. Director Chetwynd reported that '...There was a Navy Change of Command in here recently and the sailors were all saying "I had no idea the Coast Guard did stuff during World War II." All Pteros are encouraged to visit the exhibit. It's well worth the trip!





## When (Ptero) Casey (Quinn, Aviator 1091) Went to War

By Ptero Tom Beard, Aviator 1104  
(Continued from Pterogram 3-21)

Jack Cody, pilot of "Jolly 70," noted, "...the whole time, we were getting 'bandit calls.' The radios were a constant clatter of chatter, trying to monitor transmissions on UHF, VHF, FM, and HF, all at the same time...It was a lot to deal with...all the other confusion and pandemonium going on...while we had information on MIG activity, it did not fit into any cogent pattern nor did we have a plan to deal with it *other than to rely on our MIG Cap.* (author's emphasis)"

Helo in-flight refueling began with all aircraft reaching rendezvous two hours and forty minutes after "Seabird" going down. This was also thirty-five minutes after a positive confirmation that both "Seabird" crews were observed captured with no affirmation from them of any kind through their individual survival radios. The rescue attempt, not meeting criteria, might have been scrubbed at this point. The helicopters were still relatively heavy on fuel, but because of further delays confirming the possibility of the extractability of the downed airmen, despite all the evidence to the contrary, mission controllers decided to refuel and extend the waiting period.

Refueling began on a westerly heading over Laos flying away from North Vietnam. The two HH-3's, "Nitnoys" were first for a top-off. Four HH-53's "Buff's" were to follow. Four A-1J's "Spads" flying wing positions on the flight rounded

out the aircraft under "King 3" or Casey's control in the single large formation. Somewhere high overhead, but not under Casey's control, they *expected* the fighter cover.

The mountain peaks beneath the flight reached to 7,500 feet with the ridgeline running generally north and south following the boarder between the two countries. "King 3's" flight was over the western slopes with steep ridges and valleys below. The first refueling hookup with "Jolly 09" began about 8,000 feet, the highest the H-3 could fly, keep up with the C-130 and avoid a stall. The C-130, too, was struggling at stall speeds as Casey remarked, "We had to fly at one knot above stall speed with 70% flaps, which was just over 100 knots, to prevent flying too fast for the helicopter." Casey once, "...did actually stall-out...however, 'Jolly' was able to stay with me." "Jolly 19," the next in line, had difficulty rendezvousing. The weather was clear but hazy. Casey noted, "...the visibility was in the neighborhood of about five-six miles or so." "One-nine" plugged in after Casey did a 360 turn to aid in the join-up. At the same time "Jolly 70" moved into position outboard the left wing of "King 3" for the next turn at the drogue. "Jolly 77" was nearby to follow. Casey was using only the left-wing refueling station but the right-hand drogue was extended. The starboard drogue was not preferred by the helicopter pilots except in an emergency due to the extreme turbulence from the C-130's prop-wash on that side. "Jollies 71" and "72" were at a loose trail position behind the formation and above at about 9,500 feet with a "Sandy" sitting outboard and trailing each slightly in loose wing positions.

Casey said that is when "the MIG-21 hit us." John Dyer flying "Sandy 5," trailing in "Jolly 72's" seven o'clock position at the extreme left of the formation, saw a flash and explo-

sion in the karst below and to his left. It was the first ATOL rockets fired by a MIG-21—that missed. Dyer looked back quickly to his right at the formation in time to see the second rocket hit "Jolly 71."

"Sandy 6," on the opposite side of the formation, flying on "Jolly 71's" right wing started screaming "MIGS—MIGS, TAKE IT DOWN!" "Sandy 5" saw the MIG-21 pulling away to the right. The two trailing "Sandies" started a futile turn toward it.

Jim Bender in "Sandy 4" was up front flying wing on "King 3" ahead of the pack, "when someone started shouting 'MIG's' on Guard." He looked back and "saw the smoke trail of 'Jolly 71' into the ground." Next, Bender added, "When I looked back to the west, the refueling 'Jolly' had broken the connection and was headed downhill into the weeds. 'King 3' dropped the external tanks and also headed downhill to the southwest." Bender continued, "Since I was the only one with any forward firing ordnance, I armed up everything I had and turned to the east. I saw a silver flash off to the northeast headed off to the north. By now everyone else was headed downhill and off to the west."

"Jolly 72's" aircraft commander, Cliff Shipman and his crew watched the rocket that struck "Jolly 71" streak past their starboard side and fly into the open ramp under the HH-53's tail. "Sandy 5" also saw the missile disappear up the open rear of the Buff where the rear gunner kneeled. The explosion was so complete the largest pieces of wreckage seen were the flitting rotor blades emerging from a fireball, descending to the moun-



tain ridge below.

About two minutes after the first strike, a second MIG flew in from the formation's six o'clock position. The deadly fighter charged at the now scattered and diving gaggle with the only obvious target likely, the fat-lumbering C-130. "Jolly 72's" crew saw it coming first. The HH-53C at the time, like all the others, was diving for the jungle. "Jolly 72's" rear and starboard side gunners got shots off at the MIG as it passed, heading toward the C-130.

Going back a moment: As soon as Casey heard the initial "MIG" call, when "Jolly 71" was hit, he "immediately ordered all aircraft down to the treetops and to egress on a heading approximately 210 [degrees]" As he explained, "This should keep us pretty well clear of any known yahoos in the area...All of us got down to the ground and egressed...I did not know if that darn MIG got anymore 'Jollies' or not, or any of the 'Sandies.' I could hear some of the conversations. Part of it came in extremely garbled because...I was also getting down and trying to pull in my hoses." Casey felt a shudder when the port refueling hose and drogue tore from the aircraft due to excessive speed. The hoses with their drogues are what "Sandy 4" saw when he thought the C-130 was dropping tanks.

For a few moments, with an unknown attacker force, it was an individual effort at survival. Helicopters dumped collective and dove in different directions for the jungle treetops like a covey of quails chased by a fox. Casey, evoking open nervousness undiminished by the decades since, exclaimed, "I just started really pushing the airplane. In fact, I was already low and started jinking down over the treetops and getting the hell out of there myself." It was at this time, he "called for all the aircraft to check in," so he, "could determine where they were—if there were anymore were hit." Now low in the mountains, Casey was not able to receive radio transmissions from everyone, so he "started to pull up," concentrating on accounting for all the aircraft when "Jolly 72" called out the MIG passing along his starboard side heading for "King."

In the next instant, the scanner aft at the open ramp beneath the tail of the C-130 reported a "fast-mover" at the "Herk's" five o'clock position closing fast! This is that moment when all those hundreds of hours teaching acrobatics in T-28's at NAAS Whiting Field ten years before yielded success. As Casey reports, "*this is when I really commenced my jinking*. I didn't request anymore check-ins at that moment. I was rather busy." He picked a canyon running downhill and bounced the Hercules in unpredictable, erratic turns between the walls. At one time he saw bursts in the karst ahead and below

his aircraft's nose he suspects was cannon fire from the MIG. But he was too busy to dwell on this, hustling that lumbering transport out of harm's way. Moments later the C-130 emerged from the canyon—alone.

The crisis was not quite over for Casey. He flew about twenty-five miles from the area and started a climb to muster the aircraft with him. It was at this instant, as he was pulling up above the forest crown, looking to his left he saw a "fast mover!" The fighter was aiming directly at the now totally vulnerable C-130—with a broadside shot! Casey's comment, after just making a successful escape, was: "It was smoking in on me and I thought, 'oh my lord, I have about a minute's left—maybe less—to be alive.' When [the fighter] turned a little bit, I caught the profile of the F-4 (U.S. Air Force Phantom II) and it seemed like the whole world just came off my shoulders at that time."

The truant MIG Cap had arrived.

It is possible that the bullets fired from Shipman's "Jolly 72," struck the MIG or that the skillful dodging by Casey drove the attacker into the mountain side. Or it was a combination of both acts that brought the MIG down. "Pham Dinh Tuan crashed into a mountain side and lost his life." His flight team member in the other MIG-21, Vu Ngoc Dinh arrived home alive to claim credit for shooting down one "CH-53 helicopter."



LT James Quinn (R), USCG, an exchange pilot with the USAF, receives his first Air Medal in 1969 for missions in Vietnam while flying as aircraft/mission commander in an Air Force HC-130P from 39th AARS that operated from Udorn, Thailand (photo courtesy of James C. Quinn via author).

### Epilogue

Casey was recommended for the Distinguish Flying Cross, but the only medals handed out for that day's missions were eight Purple Hearts, posthumously, to the crews of "Seabird 2" and "Jolly 71."

"Seabird 2's" crew, Capt. Richard J. Mallon, pilot; and Capt. Robert J. Panek, electronics warfare officer were seen alive from the air as captives. However, North Vietnam never acknowledged this fact nor were the two recorded as POW's. Their remains were returned to the United States in 1988. "Jolly 71" was commanded by Major Holly G. Bell, with Capt. Leonard C. Leaser as co-pilot. The crew was SMSgt. William D. Pruet; SSgt. William C. Shinn; MSgt. William C. Sutton; and pas-

senger, Sgt. Gregory L. Anderson. Only the remains of Major Bell were returned in 1988 from the crew of the helicopter.

After his Vietnam tour, 247 combat missions, eight Air Medals, and a Distinguish Flying Cross, Casey returned to the Coast Guard and an air station operating C-130's. This was a time, that returning Vietnam veterans had little to say about their wartime exploits, often denying a role there through silence. It was an era of imposed shame for the returning warrior. Casey, as well, was atypically quiet. But he, like others with similar backgrounds—junior in rank and high in experience with nearly nine thousand hours now—met with some unusual attitudes among the middle ranking Coast Guard C-130 pilots with one to two thousand hours total time.

Direct commission aviators in the Coast Guard, as Casey was, at all the C-130 stations then were subject to hazing by the regular Coast Guard lieutenant commanders that had far less flying experience. The typical attitude into the 1970's of many was, "Fly the airplane like I do, or else!" Furthermore, these officers generally controlled the flight schedule and held onto the "left seat" in the C-130, blocking it to juniors in rank. Casey was not allowed to qualify as a SAR aircraft commander in the C-130 at this station although he had performed this role for the previous five years—with the most recent two in the C-130 in combat. He "wasn't qualified in the Coast Guard model C-130," or so he was told as a reason. (This problem all but dissolved later when the Coast Guard finally adopted a service-wide pilot standardization program for fixed-winged aircraft. A Coast Guard helicopter standardization program begun in the late 1960's was highly successful.) Meanwhile, after sixteen years of fixed wing flying, Casey volunteered for helicopter transition as a way around the problem.

Casey's last job was flying the single engine helicopter, HH-52A Seaguard. He finished his military career amassing a total of nearly ten thousand accident-free flight hours in three U.S. military services.

If you happen to be in a crowd—a party for example—and Casey is there, you will not miss him. He is the guy with the innocent child-like smile, surrounded by others and is the one talking, with a well-used voice, high-pitched and gravelly, just a little louder than the rest. He is the one telling tales.

James C. (Casey) Quinn had many stories to recount and might even tell about when he went to war; if you asked.



## Air Station Washington

By XO CDR Eric Wilson, Aviator 3960



CG Air Station Washington is located at Washington Reagan National Airport, one of the nation's busiest and strategically important airports. The proud men and women of CGAS Washington are responsible for the safe and efficient transportation of some of the nation's highest ranking cabinet members to destinations both domestic and international. The two primary principals that utilize the Long Range Command and Control Aircraft (LRCCA) at CGAS Washington are the Secretary of the Department of Homeland Security and the Commandant of the Coast Guard. The complement of aircraft at the unit consists of Coast Guard 101 (C-37A Gulfstream V) and Coast Guard 202 (Gulfstream 550). The aircraft provide long and medium range command and control platforms respectively, for senior leadership with various state of the art communications equipment including both secure and non-secure telecommunications and internet.

**History** The unit has a proud history of various aircraft beginning with the establishment of Coast Guard Air Station Washington on February 20<sup>th</sup> 1952 at Washington National Airport, Hangar 6. Lieutenant L. V. Perry assumed the duties as the CO of the original unit known as "U. S. Coast Guard Air Detachment Arlington". Its mission was to provide transport capability to both senior Coast Guard leadership and Treasury Department Officials.

In 1964, the unit was designated as a Coast Guard Air Station in conjunction with a service-wide change in naming self-supporting aviation units as Air Stations. Subsequently, in February 1974, the unit's name changed to Coast Guard Air Station Washington, in recognition of its location at Washington National Airport.

The unit has had several different aircraft in its storied history. In 1952, the unit became operational with two Martin 404's. In the early 1960's, a Grumman "Albatross" amphibian was assigned primarily for the purpose of providing a readily available aircraft for proficiency flying to aviators assigned to the Wash-

ington area. During the same decade, the unit completed the acquisition of the Gulfstream I (G-I), designated CG01. The GI proved to be ideally suited for the air transportation mission. In August 1968, the aircraft was redesignated CG02, due to the addition of a Gulfstream II (G-II) acquired to support the increasing worldwide travel requirements of CGAS Washington. And so, in February 1969, the GII entered service as CG01, the "Queen of the Fleet" and the Coast Guard's first turbojet. In September 1983, the Gulfstream I was reassigned to AirSta Elizabeth City, NC for operational use and in June 1990, it returned to Washington. In 1993, the unit accepted a Gulfstream III from the USAF and assigned it as CG01. In October 1995, the Gulfstream I was again transferred, this time to AirSta Miami, FL to provide logistics support for missions throughout the Caribbean Basin. In May 2002, the unit acquired a Gulfstream V, which assumed the designation CG01 in conjunction with the G-III's retirement. In December 2005, the unit accepted its newest aircraft, a Challenger-604, designated CG02. Realizing the outstanding long and short field performance of the G-V, the unit replaced the Challenger 604 with another leased G-V typed aircraft in 2011 and this plane resumed the call sign of C102. In 2017, the leased G-V was replaced with CG 202, a Gulfstream 550 aircraft. In the summer of 2022 this lease will expire and the unit plans to accept CG102 as the newest member of Air Station Washington. This plane will arrive as a C37B aircraft and was procured from a multi-year \$70M acquisition project, effectively ending the unit's long era of leasing additional LRCCA capability.

**Operational Capabilities** The unit currently operates two aircraft which provide worldwide transportation capability for both DHS and CG senior leadership. As an example of the unit's global reach capability, we can transport our customers nonstop from DC to Athens, Greece, DC to Rio De Janeiro, Brazil or DC to Accra, Ghana if needed. A typical flight crew consists of a pilot, copilot, flight engineer and an avionicsman. The avionicsman also serves as the mission's culinary expert by providing up to three different meals for as many as 12 passengers on a single flight. With continual communications upgrades to our aircraft, we

are able to provide DHS and CG senior leadership uninterrupted secure telecommunications via phone, fax, and internet to ground-based agencies and resources during natural disasters or other significant events of national interest. Worldwide satellite television capability provides our customers with 24 hours media coverage of world events.

**People** With an authorized complement of eight aviators, one warrant officer and twenty-five enlisted personnel, the unit is "Always Ready" to carry out its assigned mission of providing world-wide command and control air transportation for the Secretary of Homeland Security, the Commandant of the CG and other required use personnel. All of the CG aviation communities are represented amongst the unit's complement, which directly contributes to the high level of customer satisfaction provided by CGAS Washington. Our members not only enjoy flying and maintaining the CG's most sophisticated aircraft, but they're able to take advantage of the extraordinary travel opportunities associated with senior level transportation. Some of the more interesting destinations our crews have traveled to recently include: Riyadh, Saudi Arabia; Cartagena, Colombia; Barrow, Alaska; and Rio de Janeiro, Brazil.

**Great Place to Work and Live:** Centered right in the heart of the National Capitol Region, the unit's location provides members and their families the opportunity to take advantage of all the wonderful activities that the District of Columbia and the surrounding areas have to offer. From free museums, year-round cultural and sporting events, to the historic landmarks that are abundant in the area, there is never a dull weekend when you are assigned to CGAS Washington. Members are also eligible for year-round transit benefits which allows them to utilize one of the nation's best public transportation systems. The weather, for the most part, is pretty mild with very little extreme from any season. Feel free to stop by for a tour if you have plans to be in the DC area.





## ELMER'S BIRTHDAY From 1

The program kicked off with a welcome from Ptero CAPT Andy Eriks, Aviator 3259, (CG-711) followed by a virtual visit from Ancient Albatross #26, RADM Mel Bouboulis, Aviator 2915, from D13 in Seattle. RADM Bouboulis said he can't say he misses being stationed at HQ. He had three goals for his presentation: welcome everyone, encourage membership in the Pteros, and thank Ptero Beth Crumley, P-1916, for what she does. He talked about Ptero Bob Workman's, Aviator 914, book (Float Planes and Flying Boats) on CG aviation history. He said that the cost of being a lifetime Ptero is about the same as a romantic



Pteros RADM Bob Johanson, Aviator 869 (L), Jay Crouthers, Aviator 1360, Janis Nagy, Aviator 2791, Prez Mike Emerson, Aviator 2799, RDML (Sel.) Mike Platt, Aviator 3311, Executive Asst. to the Commandant, Exec. Dir. Ben Stoppe, Aviator 1646, RADM Dave Belz, Aviator 1579, and Ye Ancient Scribe gathered in the Commandant's office anteroom prior to the celebration. Not pictured: Ptero Mike Brandhuber, Aviator 3358.



rewarding things that he's done during his career. He wished 'Archie' a Happy Birthday.

Ptero Prez Mike Emerson welcomed all and said Happy Aviation New Year! He wondered what

evening or a short vacation. He said that wearing the Ancient Al garb to events is one of the coolest, most important, and

'Archie' would think about CG aviation now; he'd have a lot to be proud of. We have a sense of purpose to do the mission that unites us. He couldn't believe all of the retirees who

went through the HQ entrance process to be here, just for a free sandwich. He said that the Pteros continue to shape the culture of the community. Hug a Ptero when you can!

Ptero Beth Crumley, a CG Historian, presented a compelling, detailed review of Elmer's life, accomplishments and legacy, accompanied by beautiful historic photos. She said that Elmer was respected, talented, competent, and beloved by his fellow aviators. We are here today to honor him and that legacy. He was the first of this breed; carry that with pride. (Beth's presentation (text & slides) is posted on our CGAA website, [aoptero.org](http://aoptero.org).)



CAPT Eriks wrapped things up and reminded us to '...remember to be awesome.' Sandwiches from Jersey Mike's, cake, and camaraderie followed.



## Air New Orleans By CO Ptero CDR Keith Blair, Aviator 3667



Air Station New Orleans is undergoing major changes this summer! Starting May 1<sup>st</sup>, we are trading in our five MH-65D Dolphin helicopters for three MH-60T

Jayhawks. This change is in support of a larger Coast Guard initiative to transition all Coast Guard rotary wing resources to the MH-60T by 2035 as the MH-65 reaches the end of its service life and is no longer supported by Airbus. This transition is also important to the sustainability of the remaining MH-65 units and is critical to the opening of the Rotary Wing Air Intercept (RWAI) center of excellence at Andrews Air Force Base in 2026. While the MH-65 has been the backbone of Gulf Coast search and rescue (SAR) at AirSta New Orleans since 1986, we are excited for this transition. The MH-60T will bring a 250 mile operational radius, 6 hours of flight endurance and a significant payload increase to our busy and complicated

AOR, which extends from Apalachicola, Florida, to the Texas-Louisiana border, north to Memphis, Tennessee, and south up to 200 nautical miles offshore including thousands of offshore oil platforms.

As a result of the transition, we will be shedding the Rotary Wing Air Intercept (RWAI) mission, which will enable our crews to focus on supporting the operational demands of the 8<sup>th</sup> District, including ports, waterways and coastal security (PWCS), marine and environmental protection (MEP), federal and state joint operations, and support for major local events, such as the plethora of Mardi Gras parades. Oh, and don't forget SAR. In case you weren't aware, we are the busiest all-helicopter unit in the Coast Guard, averaging more than 300 SAR cases per year over the past five years. To put it in perspective, on average we fly more SAR missions than Air Station Clearwater's ten MH-60s, including their two deployments sites in the Bahamas, and twice that of Air Station Kodiak's MH-60s and MH-65s combined.

The past two years have been challenging for the world with the onset of the COVID-19 pandemic. Not having the luxury to take Coast Guard missions virtual, Air Station New Orleans sustained our busy tempo despite the restrictions associated with the pandemic. In 2020, we responded to a historic six hurricanes in Louisiana, during which we hosted 18 aircraft, supported 92 sorties and 293 flight hours conducting SAR, pre and post

-storm assessment, as well as critical port reconstitution flights. This past year we conducted 271 SAR missions, saving or assisting 96 lives. We were the first aviation assets to arrive on scene, and were the hub of the aviation response for the tragic Seacor Power lift boat sinking that took 13 lives on April 13, 2021.



Aerial Photo of Seacor Power. The 234 foot liftboat capsized around 8 miles south of Port Fourchon during an unusually strong spring thunderstorm. Six members were rescued by Coast Guard and Good Samaritan vessels, and 13 crewmembers perished.

Finally, on August 30<sup>th</sup> 2021, Hurricane Ida made landfall as a destructive Category Four Hurricane and passed only 25 miles to the west of AirSta New Orleans, causing catastrophic damage from Grand Isle all the way to New York.



As a result of major damage to our hangar along with power and water outages, we temporarily based our aviation operations out of ATC Mobile, using Air Station New Orleans as a forward operations base for our B0 crews. In this posture, the aircrew assigned to the B0, along with a skeleton maintenance crew were the only personnel remaining on base. It was during this time on the evening of September 3<sup>rd</sup>, at 0129 local, the SDO received a report of a MEDEVAC south of Grand Isle, LA for a crewman who had fallen overboard from his shrimp boat while trying to disentangle nets from the propeller. While overboard, the crewman was attacked by sharks and suffered significant injuries to his right leg and a traumatic amputation below his left knee. The crew of CGNR 6543 departed in zero percent illumination due to widespread power outages and no moon, located the vessel and entered an extremely challenging hover profile. Given the presence of sharks, the crew was forced to deliver the rescue swimmer to the bow of the vessel through numerous outriggers and hoist hazards. As the hoisting pilot fought disorientation with assistance from the copilot, the flight mechanic safely deployed rescue swimmer to the vessel. The crew then established an orbit overhead to save gas and assume a safer flight regime. Meanwhile, the rescue swimmer assessed the patient and applied a tourniquet, which caused extreme pain and immediate vomiting. After re-stabilizing the patient and carefully carrying him to the vessel's bow, the rescue swimmer radioed for pickup. Critically low on fuel, CGNR 6543 re-entered a hover and the crew elected to recover the rescue swimmer and patient simultaneously by having the rescue swimmer connect his harness and the rescue basket to the hoist hook. This unprecedented maneuver enabled the crew to recover the survivor and fly direct to

the hospital instead of refueling at an airport and rendezvousing with an ambulance. Their quick thinking and on-scene initiative saved the patient's life.

Following the storm, Air Station New Orleans also became the hub for post-storm aviation operations, and we supported aircraft from five air stations that flew 274 flight hours. These flights were critical for pollution control and prevention, and enabled the Captain of the Port to swiftly re-open the Mississippi River shipping lanes that support \$365 million per day of maritime commerce.



An AirSta New Orleans MH-65 lands on an oil rig approximately 75 nm offshore in the Gulf of Mexico to refuel. The Search and Rescue crew launched and avoided heavy weather bands created by Hurricane Hanna while responding to a vessel adrift. ATC Mobile also launched a C-144 to locate the vessel, and assist the MH-65 aircrew with offshore communications coverage.

It is safe to say that there is never a dull day in New Orleans. This summer will be a big challenge for us as we transition airframes, but we are fortunate to have some of the most dedicated aircrews and support personnel in the fleet to make it happen. While it will be sad to see the MH-65 leave after 36 years of service, we are excited about the capabilities the MH-60 will bring to 8<sup>th</sup> District. Semper Paratus!



## CG MARATHON FROM 5

Secret Project Zebra. Those of you stationed at Air Station Elizabeth City or Aircraft Repair and Supply Center (AR&SC) before 1995 will remember the wooden blimp hangar. It was built during WWII to support airships patrolling for German submarines. It later supported a Navy helicopter squadron and over two thousand personnel living on-site. Those of you here on 2 August 1995 will remember when

the former blimp hangar, the largest wooden structure in the world, that burned during the night after a contractor repairing a door structure accidentally and unknowingly started the fire. Ptero CAPT Don Dyer, retired (CG Aviator # 2926) was at AR&SC completing his student engineer training at the time and clearly remembers the remaining blaze illuminating the sky the next morning.

The race courses joined again on Weeksville Road and weaved through Elizabeth City State University before continuing downtown, passing picturesque homes with sprawling porches perfect for summer afternoon chats with neighbors with cold beverages in-hand. The race ended where it began on Water Street, with a host of uniformed Coasties passing out water, food, awards, and if necessary, a shoulder to lean on. Next stop, the complementary micro-brew crafted by one of two – soon to be three – local breweries. Not to be outdone, complementary local bar-b-que was also liberally provided that gave those not accustomed a taste of true a North Carolina tradition. Now that's how you do a marathon, CG style!

Elizabeth City, an officially designated Coast Guard City, is the ideal annual location for the Coast Guard's Marathon. The mild climate and flat terrain are appealing for the runners and the locals are welcoming to all those visiting. If you haven't been back since "A" School, now is a great time to plan a visit. It's not the E-City you remember while living in "The Donut." With the Aviation Logistics Center, formerly AR&SC and Aircraft Repair and Supply Base (AR&SB) before that, turning 75 this year, it might just give you another reason to visit.

I am a bit of a fan of the area, mostly due to the climate, the friendly people, and Coast Guard connection. Laura and I left here in 2007 and chose to return in 2019 when life presented us with the option of living almost anywhere we desired. Nothing new here, this is a well-worn path by many Pterosaurs before us for the same reasons. If you do make the trip back for SEE CG MARATHON ON 22

**Sharkbite Case Crew: Ptero LT Jake Pitkin (CP), Aviator 4828 (L); AST3 Sam Rea; AET1 Mike Broadstreet; LCDR Tim Olah (AC), Aviator 4505.**





## plus ça change, plus c'est la même chose

By Ptero Art Wagner, Aviator 769

Long-running discussions among operators, safety and certification officials and “seasoned citizens” about the level of skills needed to safely manage instrument flight in the sophisticated information-laden glass cockpits in today’s aircraft continue. There is no question that the tools available to the pilot today provide extraordinary situation awareness in the air and on the ground. On top of needed aircraft instrument flying skills, a real challenge for the aircrew today is just keeping up with the changes in air traffic control, ever more sophistication of systems, increased aircraft performance and environmental pressure. Being prepared has always been the one demanding constant.

In Rummaging in my bookcase, I ran across the NAVAER publication “Flight Through Instruments” and thought perhaps it might be of interest as a reference of how far we have come in a relatively short time. And perhaps engender some discussion on the importance of “basics.”



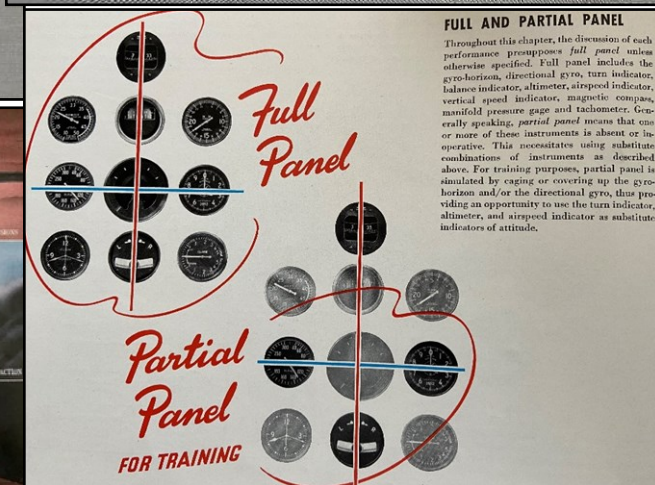
After the Primary training in the T-34B at NAS Saufley Field in June, 1957, I transitioned to NAAS Corry Field and the SNJ-5. It was somewhat of a shock in several aspects, not the least of was a step back in time in cockpit arrangement and “ergonomics.”

After the usual solo, acrobatics, night, and formation stages, we were stuffed into the “Blue Box” and then into the back seat

of the “J” with a canvas hood pulled over our heads. Basic Instrument flying progressed through climbs, descents, turns, etc. finally culminating in the infamous “Charlie Pattern”, to be performed with full and partial panels.



Typical SNJ/T-6 Rear Cockpit Instrument Panel



SNJ Front Cockpit Avionics

Typical “Avionics” were located in the front cockpit and included a four channel VHF transmitter, and “coffee grinders” for VHF, LF and HF receivers, a hand mic and a selector for ICS or radio.

After finishing up at NAAS Corry Field, we transitioned to the SNB-5 at NOLF Barin Field in Foley AL for more detailed instrument work. There was not much improvement in the level of instrument sophistication save for the inclusion of the VOR and ADF, and their controls were located up on the overhead. The instrument panel was a little busier with the need to monitor the two R-985s and the five-tank fuel system. More “stuff” but the basic “six-pack” flight instrument presentation was still sacrosanct.



Typical SNB-5 Cockpit Instrument Panel

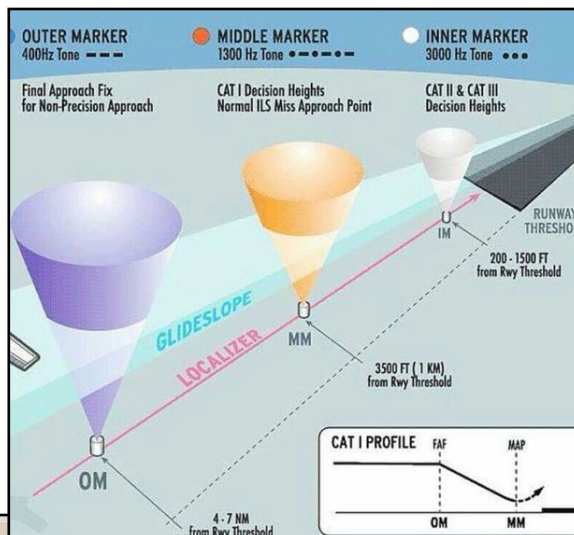
We were introduced to the only Visual Aural Range (VAR) in the area at Mobile as a demo (Basically the forerunner of ILS) as there was no glide slope receiver aboard. Airways and approaches were all LF Radio Ranges. Some may remember the “Fade 90” orientation procedure to locate yourself properly on a range. Airways were delineated by the LF range legs and designated by colors – Green 1, Blue 3, etc. in the periodic issues of the “RadFacs”. VOR Victor airways soon followed.

No autopilot available. Unless you had an ADF, the navigation was headset aural – steady tone = on airways; “A” or “N” = off course left or right. “Cone of Silence” = overhead.

We learned the “PTA” method of reporting progress on the airways to the Flight Service Stations (FSS): Position – Time – Altitude – ETA



next reporting point – following reporting point. Upon arrival over the LF range facility, a non-precision approach was the norm and by today's standards, pretty simple. Note the approach chart for Joliet which notes that there is no tower, no approach control and no radar. You reported progress at each step to Joliet FSS. Some routes had 75 MHz "fan markers" to assist in timing and leg identification by illuminating a yellow light and emitting a tone in the headset. Remember, the situation awareness depended upon the pilot flying to know where he started and then progress was determined essentially by timing and the aural tones in the headset.



we had learned transitioned nicely; just more "stuff" to tend to - and distract you. The use of a simple autopilot became a big assist.



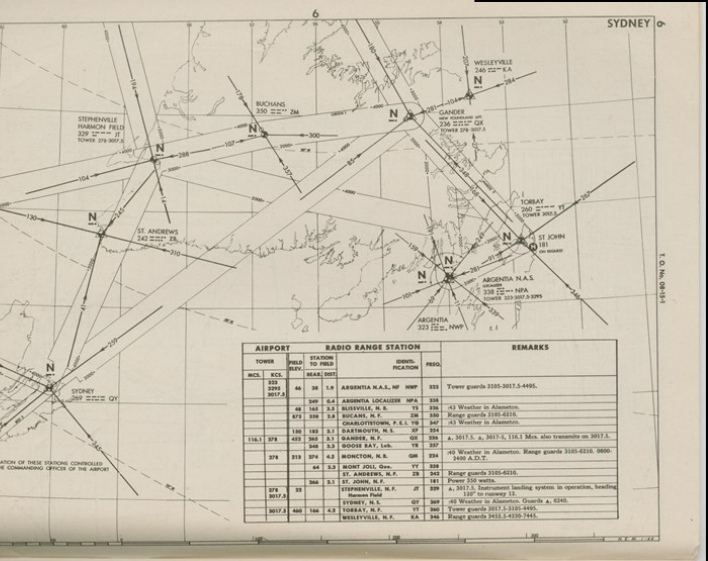
Precision ILS Approach Marker Beacons

(FCLP) and actual USS Lexington traps in the S2F. (I missed the latter due ship schedule, but most in the pipeline managed to capitalize on a week's FCLPs). Following solo qualification, we were essentially "given the keys" to the S2F and told to get 80 hours of airways flights away from home. It was a step up, but the basic panels were the same and everything

While cockpit configurations gradually improved, things on the ground were making similar strides. The Navy introduced the TACAN system for their carriers, and it was quickly adopted for land use at military units, and the FAA adopted a portion to provide Distant Measuring Equipment (DME) capabilities. The military hung on to Ground Controlled Approach (GCA) radars for a long time, but the Instrument Landing System (ILS) became the precision approach of choice at nearly all major fields and airports.

Jet Routes were established as the turbine engine powered aircraft pushed the performance parameters and pressurization permitted unheard of cruising altitudes and new separation standards were needed to ensure safety. Air Route Traffic Control Centers (ARTCC) and other radar assets aided in accommodating the burgeoning air traffic. Teardrop penetrations from altitude transitioning to a final were new but needed for fuel considerations.

Aircraft of all genres were quick to take advantage of the added navigational services and a synergism drove capabilities limited only by avionics development and computing powers. When the Coast Guard C-130Bs came aboard in 1959 and 1960, it was a quantum jump over the WWII era R5Ds they replaced in more ways than one. We needed a whole new regimen of training to cope





with the new performance, operating environment and complicated systems that did not suffer fools gladly.

It did introduce us to a Flight Management System which provided the pilot with a multi-functional ADI and HSI bringing additional enroute and approach information directly in the front the pilot. Coupled enroute flight and instrument approaches took a lot of strain out of the process, but a stranger to the cockpit would immediately feel at home, as the familiar "six pack" was still present. Our HH-3F soon followed with a very similar presentation, unique to the rotary wing fold.



Typical HC-130B Cockpit Arrangement

In the late 1950s and early 1960s, the Coast Guard began to expand the envelope of its HH-19G helicopter operating environment to include safe flight in IMC. The pilot had his hands full, as the primary servo system eased the effort to maneuver the ship, but nothing else, so if you lost it, best put it down at the earliest. Some of the larger units started to use "nugget" non-helicopter pilots to aid in flying the tough IMC missions. The cockpit was easy to adopt to as it was "standard". Old "shaky" soldiered along

until we introduced the HH-52A, which reflected the latest helicopter Sikorsky improvements garnered from their stable of ships.

They managed to meld the HH-19G flight dynamics, parts of the propulsion systems, add the de-rated GE T-58 turbine and wrap it all in an amphibious hull/fuselage – it brought a new flexibility to helicopter ops and was smoother and quieter. Another set of servos was added with "Beeper Trim" valves incorporated, allowing hands off flying and the ability to trim to an attitude desired. The constant remained in the instrument panel, save for the addition of a radar altimeter in a prominent position, so important in the "Beep-to-the Hover". It still demanded the pilot's full attention and a disciplined scan. Many lost that discipline and unintentional flight into water in poor weather or at night became common. Two pilot crew became the norm rather than the

exception.

The drive to place as much information directly in the front of the cockpit originated in the fighter world, as early as WWII, when gunsights quickly progressed from fixed ring and bead to gyro stabilized leading gunsights with controls on the throttle a la P-51D. Soon the Head Up Display (HUD) became a standard as technology provided the viability. The A-7D Low Altitude



Night Attack System (LANA) melded AN/APQ-126 radar, FLIR, weapons status, INS and flight parameters to the central computer thence to auto pilot and HUD – hands off on the deck flying at 400 plus knots in a very trying environment. It was not an unexpected leap to the "glass cockpit" so ubiquitous today. That glass cockpit is in constant evolution to assimilate RNAV, GPS and what are essentially precision approaches to almost every airport.

Yet, there is one abiding constant to flight today in a world of unbelievable cockpit technology for superior situation awareness and accurate navigation from ground and satellite resources – **fly the aircraft**. That means basic flying skills must be up to the task when conditions saturate the ability of the pilot to assimilate them and act accordingly. The only way to do that is to practice basic flying skills.

Some years ago, I recommended to a group of pilots enjoying the fruits of cockpit automation that they watch an American Airlines Safety Pilot lecture "Children of the Magenta". Filmed 22 years ago, it is still apropos today witness the number of infamous aircraft accidents since then attributed to failure to fly the aircraft. Watch it and heed the advice. [https://www.youtube.com/watch?v=V5\\_GENu6aaq](https://www.youtube.com/watch?v=V5_GENu6aaq)

I also recommend that you listen to United Captain Christopher Benham describe his 40 min of horsing around his 777 at night in clouds with one engine presenting barn door frontage and safely landing at [https://m.youtube.com/watch?v=9\\_xUPtOs9k](https://m.youtube.com/watch?v=9_xUPtOs9k)

**plus ça change, plus c'est la même chose**

(the more things change, the more they are the same (thing).)



## 2022 Corpus Christi Roost Welcome/Details

By your Roost Chairman Ptero  
John Pasch, Aviator 2760

Now is the time to set your travel plans to sunny, south Texas...

Roost 2022 is in full operational swing! What's that mean? Your Ptero Planning board (John Mills, Zach Weeks, Mike O'Leary, Harold Hoffmaster, Mallori Johnson, Bob Paulison & Kim Buchanan) have some great ideas. Don't miss out on this amazing gathering.

**"Welcome to the Gulf Coast Capital** where fun can be found anywhere under the sun. Take a trip to North Beach, just minutes from the hotel, and tour the USS Lexington Museum on the Bay or the Texas State Aquarium. We have so many fun activities planned for you

from golfing at a premier course to signature experiences like Oyster Shucking that can only be found here in Corpus Christi. Don't forget to explore the local area whether on horseback from the beach or hanging ten in a surf lesson in the waves." <https://www.visitcorpuschristi.com>

**The world-class Omni Resort** hotel, in downtown Corpus Christi is offering a \$115 per night special Roost rate beginning Nov 1<sup>st</sup> through Friday Nov 4<sup>th</sup>. The Omni hotel, (361) 887-1600, is now honoring our roost rate. Simply request "CGAA event" for the \$115 rate. There is no deadline to book at this rate. However, there are only a certain number of rooms available at that rate. After the block of rooms run out, higher rates may apply. There is a 48 hour cancellation refund policy in effect. Extra days simply require you sharing your own travel plans. This includes free Wi-Fi for you Millennial-acting adults. [Omni® Corpus Christi Hotel - Luxury](#)

## [Hotel In Corpus Christi](#)

**Travel logistics** Corpus Christi Int'l Airport is fed from Dallas and Houston. A free shuttle shall bring you to the hotel. If you rent a car and drive from San Antonio, the drive is 2.5 hours, Austin is 3.5 hours, Houston Hobby for SW Airlines and the George Bush Airport is a 3.5 hour drive. Hotel parking is \$10 per night or there is plenty of free parking nearby. Nearby Corpus Christi marina can berth your vessel or yacht.

Monitor the Ptero Web site for reservation and planning SITREPs.

Remember, you haven't been out much lately...come to Texas and spread your wings...again!



# American Aviation Historical Society 'Confession Corner: I Swear, it's the Truth!'

## Dreaded Two-engine Out Instrument Approach

By Ptero Tom Beard , Aviator 1104



A USCG Grumman HU-16E Albatross, similar to the ones the author had the reported incidents in. (AAHS photo archive, AAHS-S028568)

On a modern automobile, one warning light is called "Engine Warning Light." We called it a "sump light" at this device's first use in airplanes. This light, on an aircraft's instrument panel, became either a salvation or bane, or sometimes both, depending on the stage of flight. The story of my two failing engines on an instrument approach in a twin-engine aircraft began in 1957 or about 13 years prior. I recall sometime in the spring of that year an aircraft equipment salesman offering a new device to our Navy attack squadron's skipper. The small object was simply an engine oil drain plug with a magnet in its center and an electrical connection. Ferrous metal in the oil, attracted by the magnet, created a switch. This drain plug wired in a simple circuit could light a warning light in the cockpit alerting a pilot of metal contamination in the engine's oil.

Our squadron of 14 Douglas AD-6 (A-1J) Skyraiders was getting a high number of premature engine failures on the aircraft's Wright R-3350 engines. Some engine casualties were discovered before in-flight failures by maintenance crews, periodically pulling engine oil strainers, checking for metal contamination. Some potential problems, however, were not discovered when aircraft were on the ground. "Deadstick" landings in this single-engine aircraft, most often prompted by "rough runners," were frequent and also practiced a lot.

Our skipper purchased two of these magnet plugs for a trial. At the time, the Navy allowed units to make temporary modifications on only two squadron aircraft. These plugs were installed over the weekend by maintenance crews. An ordinary aircraft "press to test" red light was added to the instrument panel completing the system. Monday morning both aircraft launched; both returned shortly with glowing red "sump lights." Both engines required changing based on internal damage. The plugs and lights were shifted to

two other aircraft. The next day a third engine needed changing based again on a sump light coming on in flight. Urgent messages flew between our squadron at NAS Miramar, San Diego, and Washington, D.C. Very soon, all Navy reciprocating-engine aircraft were getting these amazing chip detector lights installed.

The sump plug or metallic chip detector became common in aircraft engine lubricating systems including helicopter gearboxes thereafter. This light provided aircrews early warning so flights could be terminated and engines examined before significant engine damage, or aircraft losses, occurred.

I flew reciprocating engines in military aircraft for another decade and a half with positive assurances provided for me by this ever-present light on the instrument panel. Over the years, I experienced maybe about 10 in-flight engine failures. Some were pre-warned; others not. Reliability of both the Wright R-1820 and R-3350, which I have several thousand hours operating, was remarkable, especially after backed up with this remarkably simple, warning system. I recall only one sudden, and without warning, engine failure in flight (a story for another time). All other failures, no matter how badly engines were damaged internally, most always seemed to run with minimal power to keep electrical and hydraulic systems operating and give some extra time to seek a safe landing.

This tale begins with the illumination of number one engine's chip light in our Coast Guard, Grumman HU-1.6E Albatross. But, all did not go as expected. A General Dynamics F-111 Aardvark was reported missing in the Gulf of Mexico off the Texas coast on a test flight from the factory. We launched from Mobile, Ala., to search a region in the Gulf for the missing Vark. The trip to the search area was IFR airways. Weather was not so nice.

Nearing New Orleans from the east, the chip light for the left engine flashed on dictating the immediate termination of the planned flight. Procedures prescribed a precautionary landing at the nearest suitable airport. Naval Air Station New Orleans was nearby and chosen. Reported weather at NAS Alvin Callendar Field was 300-foot ceiling and one-half mile visibility - within our limits. There was no urgency or need to rush; chip lights, from my experience, frequently lit from a buildup of metal filings or small slivers of ferrous metals. This often was meaningless. Cleaning the oil strainers sometimes permitted a flight to resume unless the engine showed other signs of imminent damage. This chip light was only a distraction and delay getting to the search area. Both engines were running just fine with no indications of problems on any instruments. We received a clearance for a ground controlled approach (GCA). All was otherwise

normal. I kept both engines with matching power settings. There appeared no reason to ease the power from this engine. As a practice, I unscrewed the light-bulb to extinguish it and its bothersome, glowing presence on the instrument panel. I knew it was lit and wasn't going to go out on its own.

The GCA was proceeding normally on final descent until just below a thousand feet.

The right engine's chip light came on.

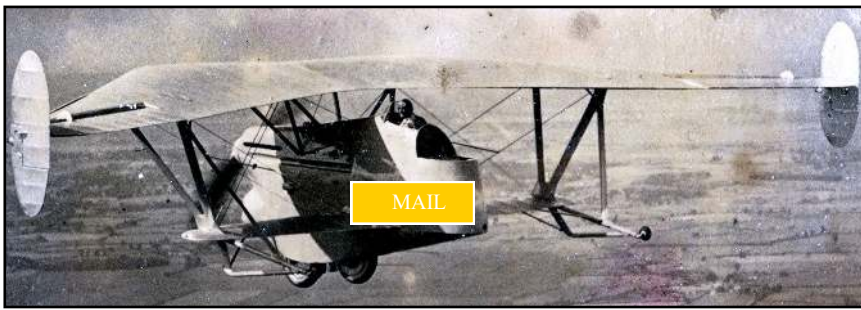
And another problem: the assigned heading to the runway, to me, was very wrong - about 25 degrees from runway heading and in no wind. At this stage of the approach, this heading should not be a significant correction to the runway's centerline. This also happened near the point in the approach procedure where the ground controller takes over the frequency with a keyed mike stating a warning that no further transmissions would be received from the aircraft. A few years earlier I had flown Navy, Grumman F9F-8B (F-9J) Cougars out of NAS New Orleans and was quite familiar with the runway and field. Still descending on final, in clouds, the field was not visible. I just felt my position relative to the landing runway was not right.

I interrupted the controller just before he keyed his mike, to cut me off from further transmissions, and questioned his heading assignment to runway touchdown point. I received an immediate correction, and we broke out at about 300 feet beneath the overcast with the runway in sight ahead. Landing was uneventful. The controller had confused my CG call sign with local Coast Guard aircraft assigned to NAS New Orleans. These were Sikorsky HH-3F, Pelican helicopters. The controller was assisting me with my compound emergencies by directing our airplane's flight path to the helicopter ramp!

Taxiing in, I told my maintenance crew to get the strainers checked quickly so we could get back in the air and onto the search. A few minutes later the crew chief returned saying both engines needed changing. The warning light for the left engine that created the initial diversion was caused by a gear tooth from the engine's accessory section stuck on the magnet. A sudden shift or jamming in any gear in the gear-train could cause instant engine failure.

The right engine's supercharger disintegrated during the reduced-power descent on glideslope. No loss of power was noted since the engine was throttled back at a low manifold pressure below blower's output. However, in the event the left engine quit suddenly (a definite possibility) See **THE TRUTH** on P.23





**Mail Call!** This issue's mail is brought to you by a Westland-Hill Pterodactyl Mk V from 1934.

### Oldest Living CG Aviator?

Our current list of oldest known-living CG aviators is dwindling

fast. Here is the current list from July 2014:  
 RADM William Jenkins, Av. 171, DOB November 1917  
 James Durfee, Av. 521, DOB November 1922  
 Edward L. Hauff, Av. 635, DOB January 1924  
 Les High, Av. 549, DOB February 1924  
 Laurence Cox, Av. 569, DOB October 1924  
 Robert LaBarre, Av. 578, DOB October 1925

If you were born between 1923-27, or know, or know of, a CG aviator born somewhere in that timeframe, please send me an email at SEGGoldham@aol.com with your info. Thanks.

Ye Ancient Scribe

### Honoring a Family Tradition.

When I was asked to participate with my classmates in welcoming the Class of 2018 to the US Coast Guard Academy on "R Day" (Report Day) in June of 2014, little did I know that I was in for a very pleasant surprise. My wife and I were invited to sit in the front row of Leamy Hall auditorium with nine of our classmates and wives. The Superintendent asked us to stand while she read our names as representatives of "The Link in the Chain." After the program introducing the academy staff was over, a woman rushed up to us and introduced herself as the mother of soon-to-be Cadet 4/c Taylor Holland. She explained that she was the daughter of Captain William "Bill" Bickford (CGA '55), my commanding officer when I reported to Coast Guard Air Station Kodiak, Alaska in December 1976. When she heard the Superintendent welcome the class of 1968, she called her mother, Elgia Bickford, to ask why my name sounded so familiar.

After Bill Bickford was relieved of command, he was transferred to Washington, DC as Chief of CG Public Affairs. Knowing him from his prior assignment as head of the HH-52A Training Branch at Aviation Training Center Mobile, and as a consummate HH-3F pilot at Kodiak, I was not surprised to learn that he and Elgia had retired to a country home in Arkansas with enough land for a grass runway! After several years, Bill and Elgia moved to Mobile, Alabama. Kathleen had married and raised a family in Arkansas with her husband Greg. Sadly, Bill passed away after a lengthy illness in 2009, but not before bestowing his aviator wings on the son of a family friend, Keith Wichmann, who graduated



Pictured (l. to r.) Elgia Bickford, Greg Holland, ENS Erin Holland, LTJG Taylor Holland, Alex Evers (Taylor's fiancée), Kathleen Holland, and Caitlin Holland Palenske (Taylor's oldest sister)

from the Naval Academy and went on to become a Naval Aviator.

My wife and I attended several "Link in the Chain" activities including the Ring Dance and got to know several cadets in 2018 who aspired to become CG Aviators. After graduation, Taylor was assigned as a deck watch officer in CGC DAUNTLESS, Pensacola, FL. He applied for flight school and received his "Wings of Gold" on October 1<sup>st</sup> of this year. Keith Wichmann met with Taylor's family before the ceremony and brought along Bill Bickford's wings. Taylor's father Greg presented the wings to Taylor at the ceremony. Taylor received orders to MH-60 helicopter transition training at AVTRACEN and will report to CG Air Station Cape Cod in January.

The Hollands are blessed with two graduates of the Coast Guard Academy. Erin graduated in May of this year and is a deck watch officer in CGC MACKINAW, Cheboygan, MI.

Kathleen summed it up best when she told me, "It was a comfort to me to know that the Coast Guard was still a tight family service, and that people my dad served with were still involved in mentoring the next generation."

Ptero Mont Smith, Aviator 1520, Class of 1968, CGA

### Ptero Jim Loomis, Aviator 1179, Receives CGAA President's Award



On 17 February at the Manana Café in Groton, CT, Ptero Jim Loomis received the CGAA President's Award for his exhaustive efforts to honor and recognize the memory of LT Jack Rittichier, Aviator 997, that was announced during virtual Roost 2021. CGAA Prez Mike Em-

erson, Aviator 2799, made the presentation and Executive Director Ben Stoppe, Aviator 1646, read the citation. Others attending included Ed Demuzzio, Aviator 1155, CGA Aviation Club VP 1/c CDT Orion Sargent and Pteros RADM Rudy Peschel, Aviator 1146, and Phil Volk, Aviator 1644.

*Congratulations!*

### Wave of the Future?

Sikorsky's S-70A optionally piloted vehicle (OPV) experimental program uses an ex-Army UH-60A retrofitted with a full-authority fly-by-wire flight control system and equipped with the Matrix autonomy system under DARPA's Alias program (for Air-





crew Labor In-Cockpit Automation System). First flown in March 2019, the modified Black Hawk has flown fully autonomously before, but always with safety pilots on board. In the Fort Campbell 5 February demo, the Black Hawk autonomously performed a preplanned mission entered via a tablet.

Ptero Art Wagner, Aviator 769

### ATC Mobile—Home of the New Safety Big-MAC

Construction is underway on the CG's 1st Mishap Analysis Center (MAC) at CG Aviation Training Center. A joint CG-711/CG-1131/ATC venture, Big-MAC

will soon house MH-65 CGNR 6599, a Ready Boat – Small (RB-S), and several large aircraft components to be utilized for mishap analysis training. ATC is fiercely proud to be the plank-owner of the new Safety Training and Standardization Division and is devoted to the success of CG Aviation. Big-MAC will be an invaluable resource as ATC now hosts all Aviation Flight Safety Courses.

Construction commenced on the \$125k structure on 11/1/21. Sadly, ATC lost 50% of its Tennis Courts; however, the beach volleyball pit was left unharmed. We think it's a



good trade! Big-MAC will be IOC ~1MAR22. ATC looks forward to showcasing this recent initiative to all Aviation COs in March for the Commanding Officer's Conference.

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

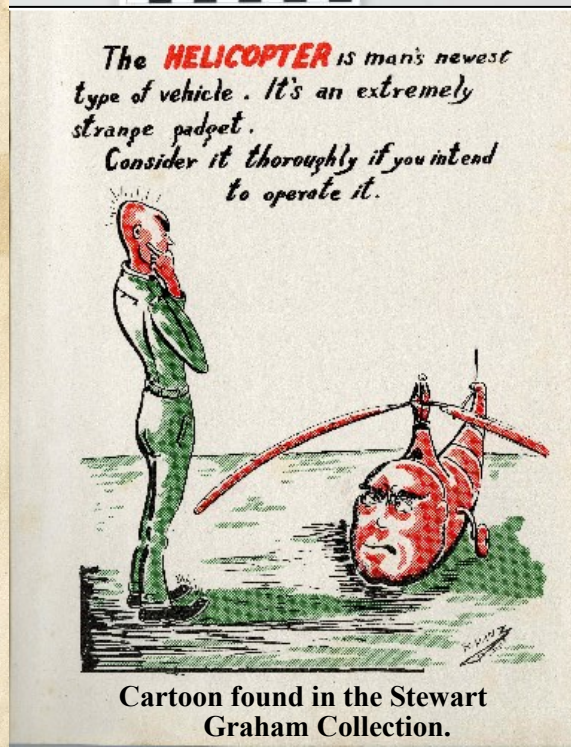
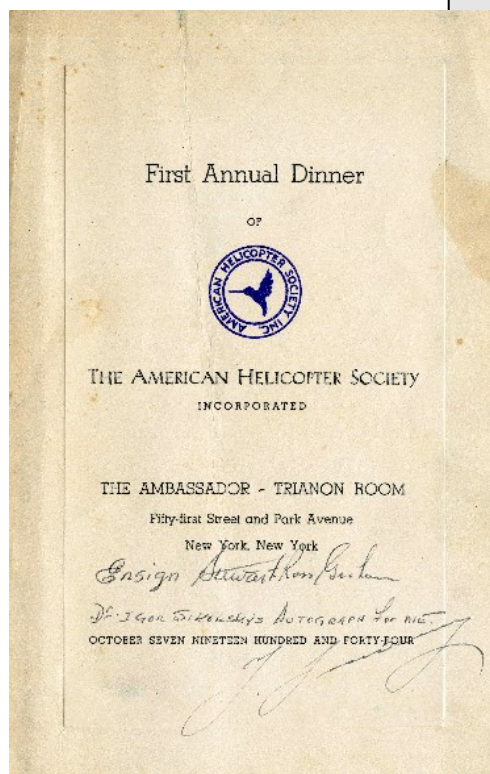
Welcome to the Coast Guard Historian's Office! Five and a half years ago, I left History Division Marine Corps to start a new job at CGHQ. I quickly learned two things: Most people have no idea what the CG does, nor of its remarkable history; most people in the CG have no idea that there is an Historian's Office. One of the questions frequently asked is, "What exactly do you DO? What kind of 'stuff' do you have?" My standard answer is that every day is different, and always interesting! On a given day, we are historians, curators, exhibit designers, archivists, writers, speakers, and researchers. There is a full time staff of nine, including Chief Historian Scott T. Price, and a dedicated cadre of volunteers (to include Ptero CAPT (Ret.) Larry Hall, CG Aviator #1923). With these limited resources, the Historian's office staff is responsible for a heritage asset collection in excess of 20,000 artifacts. Our offices at Atkins Hall, on the St Elizabeth's campus, hold more than 3,000 linear feet of archival material. Personal papers collections are housed in almost 1,700 archival boxes. We're small, but we're mighty!

Because I have long had a passion for aviation history, and am responsible for most aviation-related questions, I have the opportunity to delve into our collections. They are a treasure trove: always fascinating; at times humorous; at times very sobering. While researching early helicopter history, I spent hours reading William Kossler's service record and personal letters. His mental health struggles and the weight on his psyche during that time was palpable. I had a request from an individual whose father was killed in a helicopter crash in Alaska. He asked if we might have photographs of that particular aircraft prior to the fateful day that took his father's life. Much to his surprise, we were able to pro-

vide several images. One day, I came across a photo album documenting the first Arctic Helicopter rescue. Imagine holding that photo album, reading the captions written by an eyewitness. In 2017, shortly before I joined the office, my colleagues Jennifer Gaudio and Heather Farley joined Ptero CAPT Joe Kimball and CDR Steve Charnon, to pack and transport the personal collections of legendary aviator Stewart R. Graham to our offices. Looking through his photo albums, with handwritten captions, I felt like I was holding history in my hands. The Historian's Office utilized that collection in a display at Graham's memorial service. Several artifacts were installed in an aviation exhibit in the Munro Building and other pieces were put on display in the Command suite at the request of Admiral Ray's staff. This is a fine example of what we "do."

I hope to use this platform to share information about projects we may be working, or particular items in our collections. I hope to share stories of CG aviation; those moments when a

letter, citation, photo, or an artifact makes the world stand still and history come to life. Semper Paratus!



Cartoon found in the Stewart Graham Collection.





Fellow Ptero's, greetings from the Emerald Isle, Kodiak Alaska.

For some of you, Kodiak was considered an "undesirable far flung duty station" that offered little besides awful weather, remoteness and danger. For others, the word Kodiak unleashes a wave of emotions. Perhaps it's the excitement that comes from reliving SAR cases that put your skill, courage and luck to the test, or maybe a sense of wonder and gratitude for the opportunity to experience such a beautiful and rugged landscape with friends, family and fellow aircrew.



I realize that it's a long haul for many to make it back to Kodiak, but if your travel plans happen to involve a trip here this summer, please look me up. Our local Ptero Coordinator, John Whiddon and I would be happy to help point you towards activities, local guides and places to stay and eat as you plan your trip. And if you're interested, I can make sure you get a tour of the Air Station. We are very proud to showcase our exceptional women and men, as well as our beautiful HC-130J Super Hercules, MH-60T Jayhawks, and MH-65D Dolphins.

If a vacation to Kodiak makes it on your calendar, try to be here on a 2nd or 4th Thursday during the months of June-Sept. You're invited to the Air Station Kodiak Wardroom for a "Thirsty Thursday" social hour with whomever isn't deployed, flying or on leave. We hope to see some of you this summer.

<b>AIRSTA Kodiak Wardroom Social Hours (3pm – 6pm)</b>
JUNE 9 & 23
JULY 14 & 28
AUGUST 11 & 25
SEPTEMBER 8 & 22

CAPT Nathan Coulter  
Commanding Officer (Av. 3406)  
necoulter@gmail.com

CDR (ret.) John Whiddon  
CGAA Local Coordinator (Av. 1731)  
jbwhiddon52@gmail.com

## CG Aviation Association Chapters

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

The Chapter Coordinator represents the CGAA to the following:

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

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

Once again, our Coordinators worked with the various Commands for the annual CGAA awards presentations held all over the country for the second, and hopefully last, annual Virtual Roost. This has been but one example of the good work of our Coordinators representing all Pteros.

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

### CGAA CHAPTER COORDINATORS

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Savannah	<b>Todd Lutes</b>	<a href="mailto:toddlutes@gmail.com">toddlutes@gmail.com</a>	954 279 9712
Sitka	<b>John Leach</b>	<a href="mailto:John.m.leach@icloud.com">John.m.leach@icloud.com</a>	252 202 4021
Traverse City	<b>Curt Erickson</b>	<a href="mailto:curtis_erickson@hotmail.com">curtis_erickson@hotmail.com</a>	228 235 9327
Ventura	<b>Pete Heins</b>	<a href="mailto:k1fjm@aol.com">k1fjm@aol.com</a>	805 796 6693
Washington	<b>Joe Kimball</b>	<a href="mailto:joekimball@gmail.com">joekimball@gmail.com</a>	703 347 1330

### **POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES**

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

The Coast Guard Aviation Association (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 assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers.

**JIM McMAHON, SHELL OIL COMPANY (Ret):** Jim is our Chapter 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 IT Solution Architect helping design Shell's new Asset Management business process using SAP (business software). 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](mailto:jim.mcmahon44@yahoo.com) or 281-753-5221.

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



**PAUL FRANCIS, CDR, USCG (Ret):** Paul is our Chapter 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, certified 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](mailto:paul.francis@tsa.dhs.gov) or 617-721-0639.

**STEVE RAUSCH, CDR USCG, (Ret):** Steve currently flies the Airbus 300 for FEDEX, and serves as our Chapter Coordinator in Memphis, TN. He is available to discuss with both pilots and aircraft maintenance personnel potential airline hiring opportunities. FEDEX is actively recruiting both pilots and maintenance personnel at this time. Steve can be reached at: [rauschfamily@comcast.net](mailto: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](mailto: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](mailto: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](mailto: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, and Manager, Regulatory Approvals and Standards. Hank is at [globalflyer7x7@gmail.com](mailto:globalflyer7x7@gmail.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](mailto: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. Mech's must have an FAA A&P certificate, Gulfstream experience preferred. He can be reached at [JackSantucci84@gmail.com](mailto:JackSantucci84@gmail.com) or 561 267 2522.

**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](mailto:mcreasey90@gmail.com) or 703 597 3661.

**DAN CRAMER, CDR USCG (Ret):** Dan is a former Air Medical Pilot and can discuss that area of the industry for both pilots and mechanics. He can be reached at: [daniel\\_s\\_cramer@yahoo.com](mailto: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 rotary-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 is at: [rick@keninfamily.com](mailto:rick@keninfamily.com) or 305 389 3667.

**SEAN CROSS, CAPT, USCG (Ret):** Sean is working for Tecolote Research as a Principle Analyst supporting the Space Enterprise Corps - Commander's Action Group, Space Systems Command, U. S. Space Force. His group supports acquisition and sustainment of command and control and data management systems supporting larger satellite portfolios and ensuring compatibility and interoperability at Space Systems Command. He can be reached at: [seanmcrossBI@gmail.com](mailto:seanmcrossBI@gmail.com) or 540 735 4921.

**TOM PALIGRAF, VICE PRESIDENT, SUN TRUST BANK, (Ret):** Tom is our Chapter Coordinator in Miami, where he served from 1968-1972, leaving as an AD2 to pursue a career in banking. After completing college (thanks to the GI bill) Tom served twenty-four years with Sun Trust Bank, retiring as Senior Vice President. He has extensive experience in commercial, consumer and residential lending. Tom lives in Ft. Lauderdale and can be reached at [paligraf@comcast.net](mailto:paligraf@comcast.net) or 305-962-5218.

**JAMIE WRIGHT, B-737 FIRST OFFICER, UNITED AIRLINES:** Jamie flew C-130s in the Coast Guard and then transitioned to commercial flying. She worked extensively as a Part-135 pilot for Cape Air and Express Jet and is available to provide career advice for CG Aviation personnel transitioning to civilian flying. She can also discuss hiring opportunities at United Airlines which is actively recruiting pilots. Jamie can be reached at [c130pilotgirl@gmail.com](mailto:c130pilotgirl@gmail.com) or 727-235-8360.

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, call or email: **Mark Benjamin at: 231-642-1201, or email: [mebmd11@gmail.com](mailto:mebmd11@gmail.com)**

#### SCHEDULED CHAPTER ACTIVITIES

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

**CAPE COD:** Marshland Too has closed. Brian is organizing monthly luncheons at various locations on the Cape. Call Brian for more info. Annual Cape Cod Mini Roost. Held at various locations over the last 23 years, normally late August or early September.

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

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

**KODIAK:** Annual Kodiak Chamber of Commerce Coast Guard Appreciation dinner. Held in February. For info contact Kodiak Chapter Coordinator John Whiddon at [jbwhiddon52@gmail.com](mailto:jbwhiddon52@gmail.com) or 907 942 4650.

**MIAMI:** Breakfast every 2nd Tuesday at 0830. Lester's Diner, 1393 NW 136th Ave, Sunrise, FL



#### TRAVERSE

**CITY:** Breakfast at 0900 on the 1st and 3rd

Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City.

Monthly Pterodactyl dinners. Scheduled each month September thru May. Generally, held on a Thursday evening at 1800 somewhere in the Traverse City area. For more info contact Traverse City Coordinator Curt Erickson at [curtis\\_erickson@hotmail.com](mailto:curtis_erickson@hotmail.com) or 228 235 9237.





## LOCAL CHAPTER ACTIVITIES



**KODIAK** Chapter Coordinator John Whiddon, Aviator 1731, with wife Lauri, at the annual Kodiak Coast Guard appreciation Dinner. An E-4 asked John, "so, what did you fly?" John replied, "the H-3." The E-4 replied, "what's that?" More evidence of the importance of the CGAA mission to preserve aviation history.

Then, on February 10th, at the invitation of AirSta Kodiak CO Ptero CAPT Nate Coulter, Aviator 3406, John addressed about 300 Air Station Kodiak personnel on the Coast Guard Aviation Association and its role and importance as a professional aviation organization.

**TRAVERSE CITY-** Regular Thursday morning maintenance and clean up crew at the Traverse City, CG City monument. Anyone is welcome to join in at 0730 every Thursday all summer. L to R: Tom Haase 1948, Toms dog Finley, Mark Benjamin 1665, Chapter Coord. Curt Erickson P-5458. Many other TVC Pteros have joined this effort over the summer; but, these are the usual suspects.



### TREE REPLACEMENT PLANTING AT WELCOME HOME VIETNAM VETERANS MONUMENT TRAVERSE CITY, MICHIGAN

Monument is located immediately adjacent to the Coast Guard City Monument on Front Street in Traverse City

Several decorative trees had died and this diverse group, many Pteros, came

together to replant new trees on a very cold and blustery October day

**Left to Right:** Retired Grand Traverse Sheriff Deputy Scott Schwander; Scott also cleans the stone with the same solution utilized at both Arlington and Normandy. Grand Traverse County Facilities Manager and former AD2, USCG, Joe Berry P-5716; Curt Erickson, CWO4 USCG (Ret) P-5458; Tom Haase, CDR USCG (Ret) 1948; Ed Canright, VHPA, LTC MI ARNG (Ret); Walter Topp, CWO2, VHPA, Chief Pharmacist, Munson Medical Center, Traverse City MI (Ret). Not pictured: Mark Benjamin, VHPA, CDR USCG (Ret) 1665; Don Pond VHPA, CWO4 OH ARNG (RET). (VHPA-Vietnam Helicopter Pilots Association)



**PENSACOLA** In a ceremony held on January 19th near the main flagpole at NAS Pensacola, CDR Ben Norris officially received the CGAA's 22021 Kossler Aero Engineering Award. Approximately 70 personnel were in formation for the event and CDR Norris' family was in attendance. Pictured l to r: CAPT Melissa Rivera, 3251, Pensacola CGLO, CDR Ben Norris, 3770 XO/CO VT-2, Ptero and Pensacola Chapter Coordinator Kevin Marshall, 1949.



**MIAMI MONTHLY BREAKFAST** L to R: Air Station Miami CGAA Chapter Liaison LT



Danielle Benedetto, Marylou Miller, wife of Miami Chapter Coordinator Tom Paligraf, Tom Paligraf P-3164, Rich Flowers P-5493 USCG Air Aux pilot, AD2 Paul Sumner P-3180, Fred Ross P-3080, CG Air Aux pilot.

### ATC MOBILE CONDUCTS HH-65 6535 MEMORIAL CEREMONY

February 28, 2012 is a date that will forever live with those of us in Coast Guard Aviation. That is the date when we lost the crew of HH-65 CGNR 6535; CPO Fernando Jorge, PO3 Andrew Knight, LTJG Thomas Cameron, and LCDR Dale Taylor.

On Sunday, 27 February, the evening prior to the memorial service, a small, intimate gathering was held in Hangar 1 for the families to share refreshments and stories. The families honored their loved ones by sharing stories, remembering events in their lives, talking with current aircrew, and touring the helicopters that their loved ones operated.

On Monday morning, February 28th 2022--exactly 10 years since we lost the crew of the 6535 in Mobile Bay, ATC began a day of remembrance which started with the annual "Workout to Remember." Along with Air Stations from all across the CG, Coasties at ATC came together in sweat, love, and memories, for their lost Shipmates. Following the workout, a small memorial service was presided over by CAPT Tom Maine, USCG (Ret). Tom gave a moving remembrance, sharing memories of the crew and his journey after the events with the families of the fallen crew of 6535. The ceremony was concluded by the playing of taps and a two-ship flyover of MH-65s from Air Station New Orleans.



Former ATC Mobile CO Ptero Tom Maine, Aviator 2838, Addressed the Audience.



## CG AIR STATION VENTURA, CA CONSTRUCTION PROGRESS SITREP

By LCDR Nathan Shakespeare, Aviator 4274, F.O.B. Pt. Mugu, and Peter Heins, Aviator 1504, CGAIRSTA Ventura Ptero Chapter Coordinator.

Current staffing of CG Forward Operating Base (FOB) Pt. Mugu, CA has permanent party of 7 Officers and 5 Enlisted to operate two MH-65 "Dolphin Helicopters". An additional 10 personnel from AirSta San Francisco continually rotate to the FOB on Temporary Duty to augment at the Forward Operating Base.

On Feb 11, 2022, Prime Contractor, Whiting Turner Construction, erected the

first portion of the new hangar marking a major milestone as the future CG AirSta Ventura "went vertical" for the first time. This milestone follows closely on the heels of various concrete pours that tied together the hundreds of piles in the fall, pours for various below ground utilities before Christmas, and finally the January/early February 2022 pours which finished the slabs of both the 48,000 sq ft hangar and 12,200 sq ft administrative building. Administratively, CG Facilities Design & Construction Center (FD&CC) continues on-going work to close out a dwindling list of open tasks finalizing various permitting and compliance requirements.

The \$53M project continues to move forward for completion/acceptance by the CG in

mid-2023 thanks to great relationships with Whiting Turner and host base, Naval Base Ventura County, both under the supervision of FD&CC.

After the ribbon cutting in 2023, the CG plans to operate the new facility with a skeleton crew under the current "Forward Operating Base" model for 1 year. This team of active-duty personnel and civilians will work out the kinks in the new facility while simultaneously maintaining SAR/LE presence in the region. The CG anticipates the stand-up of a new CO, an O-5 billet, during transfer season 2024. This will be eight years since the service vacated the AirSta at Los Angeles Intl. Airport (LAX).

**An Easterly view of AirSta Ventura Construction site in late February 2022. The 48,000 ft sq Hangar has considerable ironwork in place. The other concrete pad forms the ground floor of the 12,220 ft sq Administrative Building. The facility is just South of the Approach End of NAWS Pt. Mugu's Runway 14. CG Photo by LCDR Nathan Shakespeare**



## COMMEMORATION CEREMONY FOR CAPT KWANG-PING HSU,

Aviator 1052, Former CO, AirSta San Francisco, a highly decorated Coast Guard aviator with over 30 years of service who epitomized the CG's values of honor, respect, and devotion to duty. – 23 Feb 2022

By Rick Saber, CG Auxiliary, Flot. 12, 11NR

Rarely do Auxiliarists have the opportunity to attend a commemoration honoring such a storied member of the USCG. I was fortunate to have attended, and in turn learned much about a Chinese citizen and his family who are great assets in Our American Dream. The first foreign-born cadet and graduate of the USCG Academy in 1962, CAPT Hsu rose to Captain rank, became the C.O. of numerous CG stations, enjoyed a stellar 30 year career and left a high water mark of achievement in his wake including being awarded two Air Medals for heroic helo rescues.

We, Aux-crew, proudly work regularly with our CG Brothers and Sisters helping them remain proficient and qualified in their primary task of air-sea rescue.

Capt. Hsu's humility as spoken by his son, LCOL David Hsu, reflected achieving the dream of becoming an American citi-

zen then adding enormous value to a major component of our Armed Services. David Hsu said his father would say "this story isn't about him. It's about the opportunity that this great country affords and add that he is the direct beneficiary of the American peoples' generosity." I cannot relate the remarkable history and achievements revealed at the commemoration describing his families many successes but will say that the Hsu family have added immeasurably to how America is seen by many envious countries. We are, indeed, a proud and unique country where opportunity and freedom are available to all. I was extremely impressed by being honored to hear about such a gallant CG Captain as Hsu.

[Ping was our Roost photographer for many years. He was the first Asian CG Academy graduate. He passed away on 12/11/07 at age 71. His obituary said he was '...a cheerful

**Rosemary and David Hsu with XO (L) & CO  
CAPT Tom Cooper, Aviator 3360.**



**The author with CAPT Cooper & Ping's  
Commemorative Items**



and compassionate man who brought the best out in people.' RIP...Ed]



## Aviation Technical Training Center Graduates



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

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

<u>Graduate</u>	<u>Assignment</u>	<u>Graduate</u>	<u>Assignment</u>
AET3 Zachery H. Collins	Houston	AET3 Jakob D. Dailey	Corpus Christi
AET3 Benjamin E. Halpert	Kodiak	AET3 Kelly A. Lowman	Corpus Christi
AET3 Tate J. Miller	Traverse City	AET3 Makayla K. Modin	Cape Cod
AET3 Andrea G. Schulz	HITRON	AET3 Jacob Spencer	Mobile
AET3 Jillian C. Tietje	North Bend	AET3 Kyle T. Tsuda	Kodiak
ANAET Tiwan Walton	New Orleans	*AET3 Michael J. Lake	Sacramento
AMT3 De'kari K. Ancrum	HITRON	AMT3 Nicholas B. Brignoni	HITRON
AMT3 John A. Cosby	HITRON	AMT3 Brandon K. Cruz	HITRON
AMT3 Kaylee R. Endicott	Clearwater	AMT3 Alexander J. Harris	Sacramento
AMT3 Bradley A. Levan	Kodiak	AMT3 Jonathan L. McAfee	Clearwater
AMT3 Joab G. Perez Mateo	Clearwater	AMT3 Bryce E. Rapp	Kodiak
AMT3 Winter A. Smith	Clearwater	AMT3 Zhiming Chen	Sacramento
*AMT3 Cory M. Camara	Clearwater	AMT3 James M. Theriault	Traverse City
AMT3 Michael D. Carter	Clearwater	AMT3 Devon P. Correa	Miami
AMT3 Hannah R. Harris	Corpus Christi	AMT3 Louis M. Herman	Clearwater
AMT3 Joshua J. Leshane	Mobile	AMT3 David A. Martinez	Elizabeth City
AMT3 Ryan D. Reed	Mobile	AMT3 Cameron S. Rex	Sitka
AMT3 Pedro R. Salazar	HITRON	AMT3 Vladimir V. Vivdich	Clearwater
*AMT3 Joseph R. Stitz	Elizabeth City	AST3 Hugo N. Alonso	Atlantic City
AST3 Benjamin T. Bohan	Atlantic City	AST3 Colton B. Koons	New Orleans
AST3 Phillip V. Morie	Humboldt Bay	AST3 Cameron S. Owens	Mobile
AST3 John B. Walton	North Bend	AST3 Ryan M. Watkins	Detroit
*AST3 Samuel J. Hoffman	Kodiak	AET3 Rube A. Cortes	Sitka
AET3 Joel I. Deida-Crespo	Mobile	AET3 James W. Emory	Sacramento
AET3 Lucas J. McKee	Mobile	AET3 Eric B. Osborne	Kodiak
AET3 Colby J. Rogers	Elizabeth City	AET3 Brooke O. Snover	Mobile
AET3 Jacob B. Szoka	HITRON	AET3 Heather L. Theilacker	Kodiak
AET3 Miguel A. Torresrodriguez	Kodiak	AET3 Ryan M. Young	Traverse City
*AET3 Larissa L. Paine	Cape Cod		



## Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
5038 Devin L. Sattleberg	Humboldt Bay	5039 Ian S. Logan	Miami
5040 Douglas J. Zimmerman	Sacramento	5041 Andrew S. Connelly	Corpus Christi
5042 Michael Compton	Clearwater	5043 Matthew R. Murby	North Bend
5044 Kaitlyn E. Dworak	Atlantic City	5045 Christian J. Breviario	Corpus Christi
5046 Luke M. Dewhirst	Borinquen	5047 Titus P. Creamer	Barbers Point
5048 Mackenzie L. Everett	Houston	5049 Jacklyn M. McElligott	San Francisco

[Pterogram 3-21 incorrectly listed aviator numbers 5022-5037 as 5122-5137...Ed]



**CG MARATHON FROM 10** ALC's 75<sup>th</sup>, look me up and I'll fill you in about Operation Zebra and the first aircraft overhauled at AR&SB.

See you next year for the third annual, second in-person, Coast Guard Marathon.

Ptero LCDR Amanda Denning, Aviator 4326, passing the HU-16 at the front gate of Base Elizabeth City, eventually finishing second of all women in the half marathon with a time of 1:29:51.





## CG Aviation Association Multi-mission Form

### Apply for or Renew Membership / Update Data

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

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

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

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

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

Spouse: \_\_\_\_\_ TP Res. ( ) \_\_\_\_\_ - \_\_\_\_\_  
Email Pri. \_\_\_\_\_ TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_  
Email Sec: \_\_\_\_\_ TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_

#### Sign me up for:

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

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

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

Nike has come out with a slightly new design and some new colors this year. We've updated the Ptero Store website to reflect that.



You have plenty of time to order your new shirt, or anything else you want, to wear to the Corpus Christi Roost this year. I hope to see you all there from 1 to 4 November!

Please email me at [jay.d.crouthers@aoptero.org](mailto:jay.d.crouthers@aoptero.org) with your comments and suggestions.

Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at

<https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>

You can even pay by check if you don't like using credit cards on the internet.

Ptero Jay Crouthers, Aviator 1360/722, Store Manager.

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

#### Please check all below that apply:

- ☐ CG Active ☐ CG Retired  
☐ CG Reserve ☐ Former CG(not ret)  
☐ CG Auxiliary ☐ Other Supporter

☐ CG Aviator (Data if known: ) ☐

Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_

Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service \_\_\_\_\_ Country \_\_\_\_\_

CG dates served: \_\_\_\_\_ to \_\_\_\_\_

☐ Other: \_\_\_\_\_

☐ Please send me how-to-help info!

#### MAIL TO:

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

**Total Enclosed: \$**

#### THE TRUTH From 14

and we needed power from the right engine, it would not be there.

**Postscript:** A Coast Guard New Orleans helicopter flew our crew back to Mobile. The next morning I prepared once again to resume the search for the missing F-111 in another HU-1 6E. Weather for the surrounding couple hundred miles was WOXOF - zero ceiling and zero visibility in fog. I taxied to the runway with some difficulty, creeping along in dense fog, and waited on the runway-no traffic was in the air that morning - until visibility reached one-quarter mile. I could legally take off before, except there were no alternates within an hours' flight time.

After liftoff, wheels and flaps up, and first power reduction, the right engine's chip detector light suddenly blossomed red. Again, I unscrewed the bulb but decided to keep the engine on line pulling its weight. (This aircraft's performance in the landing configuration at our takeoff weight on a single engine was a negative rate of climb. Any power from a bad engine was necessary.) We received

radar vector to ILS final on the runway we just departed, with its zero ceiling and quarter-mile visibility. And as a final handicap tossed into the last 30 minutes of my flying time in the two flights, the pilot's ILS course and glideslope indicator failed at about 800 feet on final. I had to shift my instrument scan across the cockpit to utilize the copilot's ILS instrument. Landing, again, was without incident. This engine suffered, too, from significant internal damage and had to be changed. Three potential engine failures on twin-engine aircraft within 30 minutes flight time. I didn't go flying again for the rest of that day.

[Re-printed from American Aviation Historical Society Journal, Fall 2021. AAHS has the privilege of being part of an industry that produces history full of near misses, amazing technological breakthroughs, tough determination and the display of human inventiveness and foolishness in equal measure. As common as tie downs on the ramp are, the anecdotes and stories told by hangar neighbors, visiting pilots and old codgers guarding the water cooler, recounting impossible tales of ground loops, belly landings, near misses and ornery passengers, bad radios and inclement weather.

These campfire stories, short and terse, long-winded, hilarious, absolute truths or something in between, are the yarns, as aviation kids, we'd listen to with round eyes, awed and inspired, scared straight or incredulous ("that's not possible, is it?") and, fervently hoping to never find ourselves in that position.

You do not have to be an AAHS member to submit a story. Do not get impatient if your story doesn't appear in the next issue of the AAHS Journal. Only a few will appear in each issue of Confession Corner. They are looking forward to reading and enjoying your stories.

Send your submissions to:  
Hayden Hamilton, Managing Editor  
email: [editor@aahs-online.org](mailto:editor@aahs-online.org).

Do not be deterred if you are like many of us old computer illiterate types, just have one of your children, grandchildren or a friend type and e-mail your story.]



The Ancient Order of The Pterodactyl  
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Merrifield, VA  
PERMIT # 1338



The old and the new: HT-8 at Ellyson Field circa 1973 (L) and HT-8 currently at Whiting Field.



Pterogram Sighting: Ptero Gary Gamble, Aviator 1826, Reading the Pterogram at Garganta del Diablo (Devil's Throat) at Iguazu Falls, Argentina in early February.

Once you have tasted flight,  
you will forever walk the earth  
with your eyes turned skyward,  
for there you have been, and there  
you will always long to return.

-Leonardo da Vinci

MAIL Pg. 15

**THAT'S NOT  
ALL !!**