



# PTEROGRAM

Coast Guard  
**CGAA**  
Aviation Association

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

Sitrep 1-23 Spring 2023

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

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### Coast Guard Represents at Women in Aviation, International! By Pteros CDR Joseph Plunkett , Av. 4289, & retired CDR Liz Booker, Av. 3423

The Women in Aviation International 34th annual conference was a huge success in 2023! Over 90 CG Aviators participated in Long Beach, CA. Fighting an uncharacteristically cold and rainy week in Southern California, the group represented a wide range of Aviators: Officer and Enlisted, Active Duty and Retired, Women and Men, and a wide range of cultural backgrounds. WAI brought together over 4,500 people for the conference, themed "Connect, Engage, Inspire."

CDR Jeanine Menze, Aviator 3775, Ops Officer at AirSta Clearwater, represented the CG on a Women Military Aviators Panel, titled *The First Black Women Military Pilots: Stories from Sisters of the Sky*. She eloquently shared her experiences, challenges, and advice as the first Black female CG pilot alongside other services' trailblazers.

The USCG was proud to host former Naval Aviator and airline pilot Tammie Jo Shults, author of *Nerves of Steel: How I followed my Dreams, Earned my Wings, and Faced my Greatest Challenge*, at a private session for the attending group of Coast Guard personnel. She is notable as being one of the first female fighter pilots in the U.S. Armed Forces

and for safely landing a Boeing 737-700 after suffering a major engine failure and rapid decompression of the aircraft. She shared her incredible story of breaking down barriers and how she's mentored women throughout her life. She even stuck around to sign books for those in attendance.

Retired CDR Liz Booker hosted the Literary Aviatrix Author Reading and Reception on opening night, featuring Tammie Jo and an impressive lineup of twelve other pioneering women pilots.

Following various mentoring sessions, leadership panels, education sessions (several of which featured our own CG aviators), and a flight suit social hosted by Women Military Aviators, the conference wrapped up with the Pioneer Hall of Fame banquet, where women from across the industry were recognized for blazing trails, scholarships were awarded, and several were inducted into the Hall of Fame. This year's inductees included Col. Merryl Tengesdal, USAF (ret.), a former Navy H60 pilot and the only Black woman to pilot the U2 Reconnaissance aircraft. She tells her story in her memoir, *Shatter the Sky: What Going to the Stratosphere Taught Me about Self-Worth, Sacrifice, and Discipline*. See **WOMEN IN AVIATION** on P. 14

### 47th CGAA Roost Planned for San Diego



Our 47th Ptero Roost honoring the CO, Ptero CAPT Jim Spitler, Aviator 3486, and the men and women of Air Station San Diego, will be in San Diego from 31 October-3 November. Our enthusiastic Roost Coordinator, Ptero Tony Hahn, Aviator 3158, and his helpers, are putting together an impressive program. See the Roost details on P. 3 and on our website ([aoptero.org/Roost/2023](http://aoptero.org/Roost/2023)).



## DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.  
IF THE DATE READS June 2023, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 23 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

**MOVING?????** Please let us know. Send email to: [larry.hall@aoptero.org](mailto:larry.hall@aoptero.org) & [communications@cgaviationassn.org](mailto:communications@cgaviationassn.org).

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*Enlisted Ancient Albatross*  
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 -ex officio

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**A Message from 2551 (CGAA/AOP President):**

Fellow Pteros!! Following a very successful Roost in Corpus Christi, a new CGAA Board has gotten down to work, pursuing a wide range of goals that support our Association mission. As I write this note, planning is well underway for the 2023 Roost in San Diego. It promises to be a first class gathering in a beautiful setting!

The Ancient Albatross Change of Watch, in which RADM Bouboulis will pass the mantle to Ptero RADM Chris Bartz, Av. 3167, is scheduled for April 18 at AirSta New Orleans. At the same ceremony, MCPO Fortune will pass the Enlisted Ancient Al to MCPO Mark Leichenauer. I regret that I can't be there, but we'll be well-represented by the rest of the CGAA Board in support of this tradition.

We're continuing to raise the awareness of our Aviation Association among currently serving aviation personnel. Preserving the history, traditions and culture of CG Aviation is a well-established part of our mission, and in order to continue that work and expand our efforts, those on active duty have to know that we're preserving the history they're making today. Under Mike Emerson's watch, the Association established Local Chapters, many of which are in the vicinity of CG aviation units. Each chapter gives the CGAA a local presence, and Chapter Coordinators provide an invaluable service in raising awareness.

Many Coast Guard aviation units have cataloged individual unit history in the form of scrapbooks. These provide a record of the unit's history, and we're in the process of digitizing these important glimpses into history, but unfortunately, some have already been lost. Our goal now: find as many unit scrapbooks as possible, get them scanned to record them for posterity. They'll also be available on the Ptero website, at their respective units, and at the Coast Guard historian's office.

We're also launching an effort to document monuments and memorials dedicated to Coast Guard air crew members lost in Coast Guard air operations. To this end, we're collecting photos and brief summaries to provide background information on each of these memorials. These will be placed in an appropriate place on the Ptero website and provided to the Coast Guard Historian's Office.

As our association grows and our goals develop further, the by-laws that govern our organization and operations have to be reviewed to ensure that they continue to serve the best interests of the membership. Your board has been busy **See PREZ MESSAGE on P. 9**

**Taps**

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

**James M. Loomis, 1179, 11/21/22**  
**Milton Thompson, 12/-/22**  
**David Young, 12/-/22**  
**Thomas P. Keane, 1059, 12/30/22**  
**R. Bruce Page, P-2566, 12/26/19**  
**Helen Page (spouse of Ptero R. Bruce Page (deceased)), 12/1/22**  
**Jeanne Thompson (spouse of Ptero VADM (Ret.) Donald C. "Deese" Thompson, 683 (deceased)), 1/23/23**  
**Stephen D. Csintyan, 901, 2/3/23**  
**Steven R. Sipes, 1479, 2/22/23**

**New CGAA Members Since 11/2/22. Welcome Aboard!**

Albert Allison	Regular	885	Parker Aukamp	Active	P-6084
Liz Booker	Life Regular	3423	Kelly Boyd	Life Regular	P-6067
Gage Bradshaw	Active	P-6062	Isaiah Brown	Active	P-6088
Zachary Brown	Active	P-6081	John Callander	Active	P-6079
Ian Case	Active	P-6078	Colten Cooper	Active	P-6056
Michael Faulkner	Active	3917	John Fisher	Life Regular	P-3036
Ian Francisco	Active	P-6082	Brandon Gabory	Active	P-6058
Andy Greenwood	Life in 5	3897	Douglass Hansen	Life in 5	P-6077
Joshua Harrington	Life Regular	3931	Dale Hawkins	Life Regular	P-6066
Caleb Heman	Active	P-6093	Bryce Henson	Active	P-6060
Robert Hinds	Life in 5	P-6087	Anthony Interrante	Active	P-6057
Wes Jones	Active	4495	Darion Lamar	Active	P-6091
Rodrigo Llanos	Active	P-6090	Robert Olshaskie	Active	P-6083
Mark 'Steve' Palmquist	Life Regular	2155	Noah Pulliam	Active	P-6061
Ethan Schliep	Active	P-6059	Pablo Smith	Active	3876
Clayton Spencer	Active	P-6055	Jacob Stokes	Active	P-6080
Philip Thisse	Active	3801	Christian Vargas	Active	P-6092
Gerrek Watson	Active	P-6063			





*Flying Since the World was Flat!*

## Coast Guard Aviation Association - Ancient Order of the Pterodactyl

### SAVE THE DATE

### "THE ROOST"

ANNUAL CGAA CONFERENCE &  
CG AVIATION AWARDS BANQUET

Oct 31 – Nov 3, 2023

Bahia Resort Hotel  
San Diego, CA



We are excited to announce our 2023 Roost will be held at the Bahia Resort Hotel. Its waterfront location is directly on Mission Bay ideally located for all our Roost Festivities. The Bahia Hotel has provided an amazing group rate, waived resort and parking fees, and if desired, our attendees can get the same rate on one day prior (30 OCT) and depart the day after (4 NOV) under the same group rate\*

CGAA is offering a great incentive for CGAA members – those who book before May 1, 2023 are automatically entered into a raffle for 1 free night.

BOOK NOW at our [CGAA booking site](#)

Roost Registration opens soon!

Questions:  
[Tony.Hahn@aoptero.org](mailto:Tony.Hahn@aoptero.org)

\*subject to availability on 30 OCT and 3NOV



## Ancient Al #26 Letter to Pteros



Salutations, my fellow CG aviators. I hope this finds you well and I really enjoy sharing my adventures with you. Sadly for me, this is my last "Hoorah", my final Pterogram post as your Ancient Albatross, or "Ancient Al" (I'm still fond of "Air Lord"- ha). I'll be relieved as D13 and retire 30 June – more on that later, and on to the updates.

Most know the pool at ATTC, E' city was closed due structural problems and AST A-School was temporarily shifted to Training Center Petaluma. The pause in training and other factors, created AST/Rescue Swimmer shortages in the field. I visited Petaluma in December with my CMC, Shane Carroll, to check up on the program and meet School Chief, ASTSC Kevin Clearly; he's awesome! I was very impressed, Force and Readiness Command (FORCOM) took full advantage of the transition and worked with the AST Program Manager, ASTMC Joel Sayer and RFMC, ASTCM Eric Beihn, to make dramatic improvements. They meticulously reviewed and updated AST/RS work tasks, clearly documented performance qualifications, developed and refined the curriculum, and set entry requirements. The results were outstanding! By moving EMT training to the front of the curriculum, providing more PT time before pool work, leveraging CS A-School to meet nutritional needs, and updating training methods, graduation rates have soared. The RFMC believes we'll close the AST gap in a year or two. Really great work!! My thanks to all involved.

I was happy to observe some heritage events. On 2 January, we celebrated CAPT Frank Erikson's birthday and, on 20 January, CDR Elmer Stone's birthday, I gave opening remarks for HQ's celebration where Beth Crumley gave a historical account of "Archie's" impact to CG and Naval Aviation at large, and we hosted a smaller celebration at D13. If you missed it in the fall SITREP, our National Security Cutter CGC Stone (WMSL-758) proudly displays his name on her stern, aviator wings on her bridge (thanks CGAA), and the crew fully embraces the heritage and pride of her namesake!

On an official trip to Canada the end of January, we connected with the Royal Canadian Navy, Air Force, and Coast Guard. In contrast to our USCG, the RCAF conducts SAR and maritime surveillance missions. I visited the RCAF Base in Comox, BC and got briefs on their RW and FW missions and operations, and tours of their aircraft and facilities. They operate the

Agusta CH-149, Cormorant, and recently procured CASA-295 maritime patrol aircraft and are standing up the program with impressive state-of-the-art operational and maintenance training systems and simulators. A highlight of the trip was traveling between Victoria and Comox in the Cormorant. The Copilot was our CG exchange officer, LCDR Wes Jones (CAPT ret Bruce Jones's son), who graciously yielded his seat for a while so I could get some stick time – what an impressive aircraft and beautiful views!

Good things in D13: In February, AirSta Astoria showcased our proud aviation community and culture by hosting an Eagles & Anchors Dining Out welcoming all from the area's units. It was great to fellowship and celebrate our surface, air, and mission support operations and people. BZ to CAPT Scott Jackson and the Sector Columbia River team! I was happy to have folks attend the Women in Aviation (WIA) conference and share perspectives and experiences. And, LT Casey Fall has a nice article on Air Sta PA in this edition.

I attended the Aviation CO's Conference and Aeronautical Engineering's Program Management Review (PMR), essentially the EO's conference. All the 3-star commands (LANT, D-PAC, DCO, & DCMS) addressed the CO's and the Commandant herself spoke and even spent some time with us at the evening social. A common theme of both conferences was that the unprecedented shortages in the workforce, recruiting challenges, and increasing demand for CG services locally and globally, are stretching our resources, and we're still dealing with aging systems and limited parts; that, combined with the daily stress we all feel, is greatly straining our people. Senior leadership gets it and is attending all the major command conferences to personally hear concerns, inform folks on what they are doing, and align expectations. The message I clearly heard was no longer "do more with less", rather, "work to the limits of your resources," communicate when you're approaching those limits, and we'll adjust operations. We still have our missions and must best serve the Nation's needs; but we can't do it all at the levels we used to – we have to manage readiness and operational risk across the enterprise and mission space. Commanders



need to know when resource limits are being approached and pass that up so operations can be prioritized to best manage risk. A strong message!

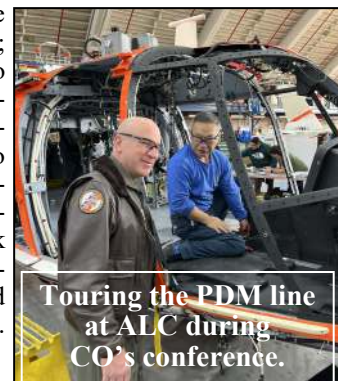
I'm impressed and encouraged with our Leadership and there are a lot of good things in the works: investments in recruiting and retention (sign up and retention bonuses), support programs (physical and mental health, child care, housing), IT systems, replacing old assets, and shore facilities. Of course, nothing comes fast enough; but I'm encouraged and optimistic about the future and our care for our people.

I spoke at the AEO's Dining In as the guest of honor (see photo on P. 12). Much like our Roosts, the attendees included giants of the past (RADMs Dave Belz, Paul Busick, Rick Gromlich), a host of CAPTs including (Glen Gunn, Tony Hahn, Jim Martin, George Krietemeyer, Carl Riedlin...and lots more to... Don Winchester), and leaders of today (RADM Chris Bartz, RDMLs Carola List, Joe Buzzella), it was a great time of bonding, poking fun at ourselves, and celebrating our rich history. CAPT Tom King accepted the CAPT Bradley W. Bean "Significant Contribution History Record (SCHR) Award" on behalf of himself and CAPT Boo Harner for establishing the "Tri-P" and their tremulous efforts to improve CG Aviation that led to MH-65C reengining, MH-60T avionics mods, and organic C130 PDM among many others. They were great leaders and mentors with huge influence on me and many others.

I'll highlight some good things in the training world. CAPT Chris Hulser, and his dedicated ATC team continue to deliver. They developed a Flight Mechanic A-School (in Meza AZ) and enhanced Advanced Helicopter Rescue School (AHRs). To see some dramatic results, google "USCG Sandpiper rescue;" I guarantee you'll like it. Also, to address our pilot shortage, ATC has worked with the USAF and Navy to develop alternatives for RW Only Training Options (ROTOR) which promises to dramatically reduce time to train (now 30+ months) and speed delivery on CG naval aviators to the fleet.

I'll wrap this up with things on the horizon. I'll be passing the title of Ancient Albatross along with the ceremonial garb to RADM Chris Bartz on 18 April. The Change of Watch will be held at Air Station New Orleans, my first aviation tour and where Chris served as XO. CGAA will host a reception - a crawfish boil of course. "Laissez Le Bon Temps Rouler."

Finally, I'll be retiring in June, and many have asked what I will do or where we'll settle. That's a hard decision for me and my wife, Mimi. One thing I've learned from watching senior leadership is that hard decisions are best delayed until the very last moment (ha ha). So, following that lead, we bought an RV and Mimi and I plan to travel around, see the sights, reconnect See ANCIENT AL #26 on P. 23





## Ancient Order Past Prez Column

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

Our long-lost Ancient Order Past Prez George Krietemeyer, # 913, recently sent a MEA CULPA to young Past Prez Mike Emerson, # 2799, asking for forgiveness. In his message, George claimed that he was "shanghaied" from his spacious home in Mobile to a retirement villa in Auburn, AL. George and Barbara did not willingly leave Mobile but their #1 son Jeff and the rest of the kids say they moved them so they could all be closer in their Golden Years. George and Barbara, RABID ALABAMA fans, keep Roll TIDE stickers on their car as they cruise around Auburn between 10-12 different doctors' offices each month. Luckily, no shots have yet been fired at them.

Past Prez Mike Emerson imposed NJP on George and assigned him to review the past two years issues of PTEROGRAM and find any mistakes. In addition, he told George that he wanted him to do 84 push-ups between Jan-Dec of this year. George said that he could only do 59 push-ups because that was all he ever had to do in the past. George is also seeking legal help because he does not think he, an ex-Captain (SES type) can hold mast on a senior Captain RET. Are there any sea lawyers in the group willing to defend the OLD Past Prez?

The review was quickly completed and there were NO MISTAKES. This is because our one deceased and three living Editors (Schrode-Grow-Copin and Goldfinger-oops GOLDHAMMER) were VERY GOOD and have produced several million pages full of words, letters, and pictures too. Any errors are usually because the reporter writing the article was too young to KNOW ALL THE FACTS. That is where I step in as the ANCIENT PAST PREZ as I have "seen it all".

I was sad to see all the Lost Pteros-last flight lists and announcements, but happy to know that we salute our fallen aviators. Here is my report to # 2799:

#### PTEROGRAM REVIEW FOR COMPLETENESS AND ACCURACY

2-21 USCG Aviation Memorial-Great story written by one of our outstanding Auxiliary partners. The story is correct but NOT complete. The "original" ECG monument was paid for and erected by the Ancient Order of the Pterodactyl. I asked Ptero Sperry Storm, #1111, to head up a fund-raising effort to collect \$25K to put up the wall!! He followed orders, raised the money, built the wall only to see it blown over in a hurricane. Thankfully, the CG used government money to re-build and the rest is history!

3-21 Tom Beard waxes eloquently about Casey Quinn-one of our Vietnam War hero's. Every word is true BUT what he did not tell you was that Tom and Casey were both MY instructors in T-28's at

Whiting field back in the very early 1960's. Casey was a "screamer", and most students went to sick call when they saw his name on their flight. Tom, on the other hand, was a 'smoooooth pilot" and we all loved to fly the friendly skies with him. To add to the adventure, Tom had the audacity to give ME a DOWN on a check ride before solo in the T-28. He did not know that I "had a bad day" so he sent me to the long green table, and I suffered the ignominy of two additional rides. A small world scenario followed a few years later when LTJG Tom Beard, USCG walked into LCDR Krietemeyer's engineering office at ECG. A mini reunion followed, and we have been "best buddies" ever since.

1-22 Another Tom Beard article WAS interesting but almost typical in the 1960's when the Army overhauled R-1820 engines in Corpus Christi, TX. I can top that by claiming I am the ONLY pilot to ever fly a twin engine aircraft with one propeller in REVERSE. I crashed-survived-went to another long green table-told my story and walked away with NO PILOT ERROR. I will tell the "rest of the story" in San Diego with a FREE cool can of something liquid in one hand and proof positive of my Not Guilty status in the other.

2-22 Historian William Thiesen's article about the first females in aviation ratings was outstanding. What he did not know was that I was the PCO of ATTC Elizabeth City and I was the man behind the curtain watching over two of these young ladies. When I got the call from HQ telling me that we would soon be receiving females in our classes and barracks, I called all the senior staff together and listened to their complaints about why it would never work. Then I told them "It will work" and we cleaned up and got ready. Some instructor spaces had pictures of young ladies with less than adequate clothing on. They were removed. The AD School was in an old tin hangar and had only one bathroom facility. We got a few porta potties and labeled them MEN and WOMEN. We worked with the Base Commander to ensure adequate safety and security was available in "the Round House". The AT School was in a hangar at AR&SC. Not too many problems there as they were neater than the "nosepickers" at the AD School. HQ promised to send at least two women to each class so, of course, only one showed up (Robyn (Rogers) Bregantee) at the AD School. She had some brothers, so she was able to take care of herself. She got in a fight and knocked another student down. An Instructor placed them both on report. I "lost" the report and she graduated and had a great CG tour.

Elizabeth Uhrig was a great student, but somebody tried to get her kicked out of AT School by putting "mj" in her room. I ignored the finding as it was an obvious retaliation against women in the service. She went on to attend the CG Academy and become a fine pilot. As we all now realize - women can do anything us guys can do!

3-22 - I was happy to see ATC CO #1 reach the century mark and hope his good health extends all the way down to ATC CO #8. I also noted the WINGS OF GOLD on CGC STONE. May I suggest that all CG Cutters named after famous aviators be commanded by "aviators"-kinda like the USN requiring aviators to command Aircraft Carriers. After all, these new ships are just vehicles to get helos far out to sea!

Always remember --- Fly Safe Coasties. You might have to go out, BUT you ALWAYS have to come back.

Here are a few photos of past iterations of the Pterogram showing its evolution:

THE ANCIENT ORDER OF THE PTERODACTYL

SITREP #11 December 1979

All validated election ballots have been counted and tallied and have produced the following stable of officers to serve until the 1981 National Gathering:

President:	George Thometz
Vice President:	Leroy Lander
Secretary/Treasurer:	Gus Shrode
Trustees:	Andy Wall, Don Wharton, Carl Brothers, Don Aites, Walt Curwen

Walt Curwen, who does not reside in the local area, expects that his attendance at Executive Board meetings will be infrequent, and has asked that Tex Williams act as stand-in proxy for him when he is unable to be present. Nevertheless, Walt will be consulted on all policy matters and decisions. LTJG Rick Roach of Air Station Los Angeles, who finished well up in the balloting for Trustee, has been asked to serve as Advisor to assist the Board in matters pertaining to junior active duty pilots. Both proposed amendments to the Constitution were carried by overwhelming margins. Amended copies will be mailed shortly along with a roster update.

As of this date, 106 members remain delinquent in their 1979-80 dues. The notations on the election ballots received after the last Sitrep gave indications that many folks are confused or doubtful as to whether they've paid up or not. Many who haven't seem to think they have, while others paid twice or even three times or in varying amounts. The Ancient Treasurer has tried to field all of these grounders cleanly and return all excess funds to the rightful pockets. To set everyone straight, notations of delinquency will be sent with this Sitrep to those deserving same. So if you don't find a notice attached hereto, you will know you are clean, and if you do, you will have until 31 December to come clean. All protests and appeals postmarked by that date will be given thoughtful consideration by the Executive Board. After that date, delinquents will be removed from the mailing list.

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### Cape Cod In Concert

Pterodactyls ranging from Honolulu to Hyannisport flocked to the Cape Codder Hotel on 27-29 September for the 19th Annual Gathering of the Ancient Order. Under the sponsorship of CG AirSta Cape Cod with CAPT Willie Clark and his band of designated volunteers, led notably by LCDR Andy Berghorn and MWR star Kathy King, and backed up by a cadre of local ancient Pteros Carl Meredith, Len Bosma, Bud Breault, and Paul Garrity, going far out to ensure a memorable rating in the ranks of Ptero flockings. Friday evening started the engines and pulled the choicks with a social reunion and notable buffet in the Hotel's Emerald Room, preparatory to kicking off the slate of events up for option on the following day. After all the Saturday sporting ventures and excursions were recorded in their separate fashions, the gathering reassembled on the main runway to begin the featured events of the pro-

extracurricular olympics. To start, he acknowledged a most beneficent gift of \$500 from Sikorsky Aircraft delivered by Ptero Dave Haines to help defray the costs of such activities. It was then regretfully announced that the whalewatching expedition had broken the season's record of 177 days of continuous sightings with nothing but a bouncy roundtrip. It seems that the golfers had enough going for them to enable everyone to

**Pterodactyl**

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Treasurer	Tom McLaughlin
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Advisors:	Gus Shrode (Scribe) Robert Foley Bob Watterson Darrell Gelakouska Bill Shultz



## A Night to Remember in the Everglades

December 29<sup>th</sup> & 30<sup>th</sup>, 1972

By Ptero CAPT (Ret.) (then LT)

Michael McCormack, Aviator 1423

In the early 1970s, Air Station Miami had a readiness requirement of one Bravo-Zero HH-52, one Bravo-Zero HU-16, and one Bravo-Two HU16. We had four hard duty sections, each with eight to ten pilots. The “duty day” started at 0800, with a normal work day, followed by the overnight alert duty. This was usually followed by another regular work day after your duty. Being the busiest Air Station in the Coast Guard (handling over 800 SAR cases, plus LE patrols, plus assorted other missions each year), when you stood the overnight duty it was never a question of whether or not there would be a SAR launch. Rather, the question was always “who’s launching first, the ‘helo’ or the ‘goat’?” On the night of 29-30 December 1972, that question was answered: “BOTH...and however many other helos we can get airborne.”

I apologize up front for not remembering all of the names of the various crewmen, and maybe even approximating some of the times. It was fifty years ago, and although several of the images are locked in my memory, the fine details may not be. The following is my best recollection of the events on the night of December 29-30, 1972.

After we finished up our evening’s duty card game, we headed off to our rooms in the watch standers quarters. CDR Bob Kingery, Aviator 837, was the Senior Duty Officer (SDO), so he had the room with all of the phones and radios. My room was right next to his, and the two rooms were connected by a head. I had just gotten into bed when I heard the hot-line phone ring. This was at 2345. The hot line was an open line including the CCGD7 ops desk; the various airports up and down the coast of South Florida; Miami Approach Control; our Miami Air Station; and the Homestead AFB ops desk. I knew when it rang at that time of night something was happening. I got up and went to the door between our two rooms and CDR Kingery gave me a hand signal to go crank up the ready helo. After quickly throwing on my flight gear, I headed out the door. I hopped onto the “duty helo A/C” bike, and peddled down to the hangar. While enroute, I heard the SAR alarm go off and CDR Kingery announcing “put the ready helo on the line, with the night-sun; aircraft crash

in the everglades.”

I climbed into HH-52A 1379 as it was being towed out of the hangar. As I was riding the brakes, strapping in, and putting on my helmet, LCDR Al Pell, Aviator 1043, (my co-pilot) was going through the ops center to see if they had any more information for us. Al was a fixed-wing pilot, who had recently completed a helicopter transition course. Although senior to me, he was a new co-pilot to the HH-52 and happy to climb into the left seat and handle the comms and navigation. We were airborne just before midnight, heading WSW out over the everglades, wondering what kind of plane crashed and how many people were on board.

We contacted Miami ATC and learned that this was not a small single engine plane, as we had originally thought, but rather Eastern Airlines flight 401, a wide-bodied L-1011, with over 150 passengers plus crew. Al and I looked at each other and both thought the same thing – one little HH-52 is pretty small! The L-1011 was a relatively new aircraft, with Eastern Airlines having taken delivery only a few months earlier. This was the first crash of a “wide-body” commercial airliner. As the flight crew was lowering the wheels for landing, they noticed that the nose gear down indicator light was not on. This prompted them to conduct a visual inspection of the nose gear in the ‘hell hole’ under the flight deck. All three pilots became fixated on this malfunction. They had engaged the autopilot, but were unaware that one pilot had bumped the yoke, disengaging it, so no one was flying the airplane. The aircraft began a slow, steady descent into the Everglades where they crashed at 2342 on the 234° radial, 9.5 NM from the Miami VORTAC. A burnt-out light bulb led to a catastrophe. Miami ATC vectored us to the last radar position they had for flight 401 and gave us its last known heading. I let down to about 200 feet and started a track line search with the night-sun searchlight. The night-sun was a large, bulky searchlight, with a very bright, bluish-white beam. It was quite slow to train back and forth, so we kept it on its widest set-

ting. After several legs, we spotted a flicker of light, and went to investigate. This may have been from a “frogger” who is believed to be the first person on scene with his airboat. Dropping down to about 100 feet, we came upon the wreckage.

Three large pieces of the fuselage were visible, and many smaller bits and pieces. We did see survivors, waving their arms. The eeriest feeling I ever had in my life was my first siting of those survivors. For a split second, in the blue-white illumination of our searchlight, they struck me as tall ghosts, towering over the wreckage, waving to us. Then I realized that they were regular people, behind a small piece of debris, not a large fuselage part, and it all made sense. We climbed back up to about 300 feet, regained comms with ATC, had them mark our position on their radar, told them there was total wreckage, and a lot of survivors. Then I descended back down to the crash site.

**‘We did see survivors, waving their arms. The eeriest feeling I ever had in my life was my first siting of those survivors. For a split second, in the blue-white illumination of our searchlight, they struck me as tall ghosts, towering over the wreckage, waving to us. Then I realized that they were regular people...’**

Meanwhile, at the Air Station at Opa-Locka, SDO CDR Kingery was recalling all of our duty section and as many additional helo pilots and crew that he could. The night maintenance crew was readying our other three HH-52s, including one that had been in CHARLIE status earlier in the evening.

Back at the crash site – we made our first approach to a landing. Since we were unsure of how deep the swamp water was (or wasn’t), I chose to leave the wheels down. As we approached a hover, our rotor wash started throwing up so much crash debris that I immediately pulled power and climbed back up. Apparently, many of the bits and pieces of the wreckage were still floating. A second landing attempt, in a different location produced the same results.

Fearing damage to our own helo from the flying debris, I opted to land on a nearby levee, about 100 yards away. I shut down the



rotor, kept the engine running, and had our flight mech visually check for any rotor damage. We also talked to a “frogger” and suggested he start ferrying survivors to the levee, as we knew that there were ambulances enroute. This levee provided a critical lifeline for many of the survivors. Ambulances were able to make a one-way approach to the crash site by driving on the top of the levee and exiting out in the same direction to a road. With no visible damage, and no unusual vibrations, we re-engaged the rotor and went back for another landing attempt at the site. By now, the debris had settled to the bottom, and we made a safe, no hover landing near a group of survivors, wheels down, in about two feet of swamp water. A second Miami HH-52, with Ptero LT Bill Hodges, Aviator 1494, at the controls, was also now on scene.

Able-bodied survivors helped the more seriously injured onto our helo. We took on four injured survivors and took off for the nearest hospital – Palmetto General. I’d landed there in daylight on previous cases, but never at night. Luckily, their helo-pad was well lit. We were met by several attendants with wheeled gurneys. After disembarking the survivors, we took off and returned directly to the crash site. By this time there was a Miami AirSta HU-16 orbiting overhead as OSC. This was a tremendous asset, as more rescue helicopters were arriving on scene. Following our second landing, we took on four more survivors. With no ground rescue party on scene yet, it was heart-warming to see many of the crash victims, along with our flight mech, helping those most in need get to our helicopter. Again, we departed scene and went to Palmetto General Hospital.

From the hospital, we made the short trip back to Opa-Locka to refuel and get rid of the bulky night-sun searchlight, since its location at the cabin door inhibited embarking. We also had to make a much-needed head call. As I walked through the Ops center, I noticed that Ptero LT Bill Griswold, Aviator 1260, was now handling the Ops Desk duties, as CDR Kingery was out on one of the helos. Our CO, CAPT Verne Finks, Aviator 558, was also there talking to several media personnel. As I walked by, he called me over and told the media folks that I had just returned from the scene, and they should talk to me with their questions. This was my first ever “cold” news interview, and I was totally unprepared for the barrage of questions. All I can remember saying is something like “...it’s really a mess out there, but there are a lot of survivors...and there are also a lot of dead bodies...” Not my finest well thought out comments, but I really had to make a head call.

After refueling at the Air Station, we

took on additional crew & blankets & a litter. One crew member was PO2 Don Schneck – who spent the rest of the night at the crash site, in the swamp water, pulling survivors out of the wreckage. Other CGAS Miami helicopters also transported CG personnel from the Air Station and Group Miami, as well as blankets and litters to the crash site. Airborne on our second sortie, we returned to the crash site. We were back on scene at about 0300. By then, all four CGAS Miami HH-52s (including the one that had been in Charlie status when we first took off) plus three USAF UH-1s from Homestead AFB were on scene, as well as a ground party made up mostly of Coasties. All the helos were taking on survivors. We were all up on a common UHF on scene frequency, calling our takeoffs and departure headings. There were also several news media helicopters, generally getting in our way and causing chaos. I asked the OSC to try to get the FAA to declare the site a restricted area, so that the media helos (not up on our common on-scene frequency) would not interfere with our rescue efforts. I don’t know if this ever happened, and if it did, it wasn’t until much later in the morning. There were several dry landing sites that the UH-1s used. Our HH-52s could handle the more swampy sites.

The next “scary” image that sticks in my mind was an almost mid-air collision. As a UH-1 in front of us was starting to lift off, there was a blue and white media helo almost directly above it. LCDR Pell covered his face. I closed my eyes and yelled over the UHF radio “HUEY LIFTING OFF, LAND BACK, LAND BACK, **NOW!**” Luckily, he did. Then the Air Force pilot looked up, saw the media helo, made a few choice comments over our UHF frequency, and thanked me.

Palmetto General Hospital was now overloaded with survivors, and was transferring many by ambulance to area hospitals without landing sites. We were directed to take our next three survivors to Hialeah hospital. Since the USAF crews didn’t have a working knowledge of the various Miami hospitals, one of the UH-1s followed us in trail to Hialeah hospital. The preferred landing site there was the parking lot of the Hialeah racetrack, just a couple of blocks west of the hospital. I hadn’t landed there before, but it was well lit – *with thirty-foot light poles throughout*. I did a no-hover landing into the parking lot, settling in between the light poles. Feeling a bit proud about my approach and landing among the light poles, with our heavy HH-52, I was a bit startled (and in awe) as the UH-1 came into a fifty foot OGE hover and made a vertical landing next to me. We disembarked the survivors to awaiting ambulances, then took off and returned to the crash site.

After picking up four more survivors, two of which were in litters, our next trip was to Baptist Hospital on the south side of Miami, with another UH-1 following us in trail. Miami ATC cleared us direct, and we flew right over Miami International Airport – the original destination of Flight 401 – enroute. The helo pad at Baptist was unobstructed, with very dim

lighting, in a large field next to the hospital; a pleasant relief after the Hialeah landing. I landed on the pad and the UH-1 landed on the large grass area adjacent to the pad. Again, hospital attendants with gurneys were there to meet us and receive the survivors.

We then headed back to Opa-Locka to refuel. Al Pell said he had had it, and he was replaced by Ptero LCDR Ed Murnane, Aviator 857, (called in from our “opposite” duty section). Although Ed was an aircraft commander, and senior to me, he told me to keep driving as I knew where we were going and what we were doing. He readily took over left seat. Just before lift-off, we were recalled to get a dewatering pump, and diverted to a sinking fishing boat off shore. The boat was right where he reported, and easy to locate. As it was now getting daylight, this turned into a routine trail line hoist. Once we ascertained the pump was working OK and a CG boat was enroute, we departed scene and headed back out to the everglades crash site.

By now all of the survivors had been transported to hospitals via helicopter or ambulance. We picked up several of our ground crew who had been working the site throughout the night and returned to Opa-Locka. After three sorties, 7.4 hours of flight time, 15 survivors evacuated to three different hospitals, and a pump hoist to a sinking boat, I was “in the bag” and ready to get some sleep.

I barely kept awake on my drive home that morning. My parents were visiting for the holidays, and as I walked in my house at about 0900, they were surprised to see me – expecting me at about 1700 after I got off from a regular day’s work. When they asked why I was home so early, all I could say is something to the effect of “...turn on the TV and watch the news, I’m going to bed...”!

The initial numbers were 75 survivors transported to the various hospitals and 101 deceased. Two of the survivors died in the hospital over the next two days; reducing the official number of survivors to 73. I understand that two additional fatalities occurred later in January from complications of “gaseous gangrene.” This was aggravated by jet fuel mixed with swamp water getting into wounds. The final tally was 71 survivors and 105 fatalities.

Note: In keeping with the then Air Station CO’s unwritten policy, no individuals were recognized for their performance that night. However, D7 did see that the AirSta received a Unit Commendation.





## Listen!

**By Ptero Tom Beard, Aviator 1104,  
Admiral Arthur W. Radford Award  
recipient for writing Naval Aviation  
history and literature.**

A famous person died in August 2016; one whose career affected, positively, the lives of millions worldwide. And what he did changed history and my life.

A bit of his, mostly anonymous, career arrived in my lap one day when I stopped to listen to an acquaintance for a planned hour's interview. This one brief encounter directed and controlled my destiny.

In a spare moment, I sought to write another quick story, expanding my professional and academic standing as a fledgling maritime historian. A couple decades previously, in another life, I was a HH-52A helicopter pilot assigned a flight to pick up the Captain of the Port and convey him to the scene where two ships collided. I knew the Captain through reputation and was vaguely aware he once flew helicopters. En route, with the Captain in the co-pilot's seat, I offered him the "stick." (We then flew operationally, frequently, with only one pilot and a single crewperson.) He willingly obliged and, surprising to me, he flew the helicopter with amazing precision. I learned years later that my passenger, Captain David Gershowitz was one of the Coast Guard's earliest helicopter pilots, #7. Many years passed after this event; we were both long retired from the service, and I was looking for a quick story. So, I contacted "Gersh," now my neighbor, to interview him perhaps on early Coast Guard helicopter history. I was seeking just an interesting first-person episode to accent an otherwise virtually unrecorded time on a subject about which I knew absolutely nothing.

Little was ever published, to my knowledge, about Coast Guard helicopter development. I had never heard of Oliver Berry, Walter Bolton, Frank Erickson, William Kossler, Donald MacDiarmid, August Kliensch, George Lubben, John Redfield, Victor Roulund, Sergei Sikorsky, and other pioneers who forcefully—largely without precedence—and against unfavorable opposition, created the world of helicopters we know today. Later, I came to know several personally and write about many more.

At the start of my writing career, I knew nothing about the history of the Coast Guard service in which I was surrounded, even though I served ten years as a Coast Guard officer, C-130, HU-16E, and HH-52A aircraft commander. There was virtually nothing published of accounts about any of the previous names mentioned, or others. This lack of reference or historical foundation created the environment where there was *no* yesterday, except for anecdotal memories of 'old-timers' present—often skewed—mostly shared at "happy hour." For example: One day I overheard the commanding officer discussing, with the executive officer (both with careers beginning in World War II), the death of Lieutenant John Prichard in an aircraft crash. I did not know the name, Prichard. By their tone, I believed then that they were talking about a contemporary event. I didn't learn until many years later, when writing Prichard's story, discovered his crash and death, they were discussing, happened in 1942!

Before my Coast Guard service, I served over ten years as a US Naval Aviator and was surrounded with sometimes awe-inspiring, occasionally redundant, history of this service's pioneers. Reminders came, in some instances, from stories inserted in academic courses. Then there were constant reminders from naming monuments, ships, bases, and other landmarks honoring noteworthy history-makers along with the frequent reminders of why the name. Past accounts for Coast Guard pioneers, until recent years, were revealed only from the memories of those still around to recall these notable passages from personal experiences or memories of others—perhaps with somewhat skewed interpretations. There were few recorded histories with gallant actions recorded or reminders from many vanquished to their graves—just oral accounts by survivors.

What brought this to mind was the 2017 interment of Commander Stewart R. Graham, USCG (Ret) in Arlington National Cemetery. My thoughts about history and history making were re-ignited a short time earlier that year when I learned of his death at age 99.

During my visit with Gersh long ago, and enjoying some vivid first-person accounts (bringing back two live penguins from Antarctic for scientific study—quartered in his shipboard stateroom, then later living in his New York City apartment bathtub—for one of many stories), Gersh mentioned I should return in a few days when an old friend, Stew

Graham, would be visiting. Graham, a name unknown to me, according to Gersh was Coast Guard helicopter pilot number two. Gersh assured me, Stew had a good story to tell. Stew was taught to fly helicopters by Frank Erickson (who?). Stew's stories, like most, were never recorded. So, I returned the assigned day to Gersh's home to meet Stew. This precipitous meeting changed my life—as he had done for many in very different ways. My visit with Gersh, where he introduces me to Stew over a quarter of a century ago started for me on a new professional career—seeking the story of helicopters—and writing Coast Guard history.

I was to spend the next quarter century visiting with and writing about Stew and the names mentioned here plus hundreds of others that made a positive change to the Coast Guard. I ponder: if Gersh hadn't introduced me to Stew, whose quiet demeanor kept his candle beneath a cup, and of the amazing story of Coast Guard helicopter aviation, which was a heavy influence on world aviation, would this story be known today?

The reason I mention this personal account now is to encourage others to reach out and *listen* to those who served before our time, who have a special story to tell, but may be reluctant to reveal themselves. Some have fascinating and relevant tales to relay and, through these exposures, may additionally offer wholesome, leadership lessons. No one can predict where a simple interview will lead.

The past four decades, for me writing history, was a wondrous time, proverbially, sitting at the knees of heretofore anonymous people, listening, and relaying their accounts, sometimes jumbling several stories into larger revelations. Some stories are richer than the best from novelists' imaginations. Stew, who made my life far better-off, is gone now; others too, but his and other's accounts are now a part of Coast Guard culture and will be forever.

I encourage you to listen to someone who rode this horse before. What a ride you might be in for! What amazing people you will meet!

Just listen.



[See related stories in Pterograms 3-16 & 3-17...Ed]

## **CAPT Frank Erickson's Mini-memoir** **A letter from the Erickson archives, by CAPT** **Frank Erickson to his daughter, Kay, in response** **to her query regarding his personal history.**

**Submitted by Ptero Tom Beard, Aviator 1104**

16 September, 1976  
Dear Kay;

The following is a "bare bones" chronology of item marked for my at-

tention in  
your letter of  
9 September:

15 May, 1931: I  
graduated from  
the Coast Guard

Academy and commissioned Ensign USCG assigned to CGC CHELAN based at Seattle, Wash.

May, 1931: The CHELAN returned to Seattle after four

months Bering Sea Patrol duty. I purchased a Model A Ford roadster with a rumble seat to extend operations to Tacoma and beyond. It was named Minnie I.

Feb. 1934: After completing minimum seagoing requirement for flight training, I received orders to CGAS, Miami, Fla. for flight elimination training.



We arrived in Miami by train on 21 February and purchased Minnie 2, a Chevy coupe. Completed course at Miami on 28 March and was selected for flight training NATC, Pensacola. We drove to Pensacola and reported 1 April, 1934.

16 July, 1935: Completed course at Pensacola and was designated Coast Guard Aviator No. 32. My rank was LT Junior Grade.

30 July, 1935: Reported to CGAS Miami for duty.

1 Feb., 1938: Purchased Chevy sedan for transfer to California. This trip we tried heating Kay's bottle with Sterno stove, but it was too slow and unhandy. So, we relied on the heat from the car heater for the rest of the trip. The bottle was held in a wire rack that we had made prior to the trip, which worked quite well.

12 Mar., 1938: Reported to CO CGAS, San Diego but found that I would be operating out of the Bay Region on a detached duty status with JF-2 airplane and crew. After three months on this duty, we were transferred to CGC HAMILTON for Bering Sea Patrol duty. On the HAMILTON's return to Oakland in November, 1938, the Aviation Unit was re-assigned to the Bay Area.

25 July, 1939: I received orders for Aviation duty on board USCGC TANEY based at Honolulu, Hawaii. We departed San Francisco on board the PRESIDENT HARRISON on 7 August, 1939. Kay was determined to run all the way to Honolulu. Her Mother chased her almost all the way to keep her from slipping between the rails and falling overboard. It was even hard to keep her from running when we got to Hawaii. The most frightening experience was a dash during rush hour traffic on All Wai Blvd

in Waikiki where our apartment was located.

Aug. 1941: Coast Guard units in Hawaii were transferred to the Navy as war appeared imminent with Japan. The Coast Guard Aviation Unit, which was already operating from the Naval Air Station, became a part of the Air Station Utility Unit. I stood officer of the day (OD) watches along with the other air station officers in the main administration building. When the battleships were in port, they were moored at berths alongside of Ford Island. USS CALIFORNIA occupied the first berth opposite the administration building.

7 Dec., 1941: When I awakened that Sunday morning, I was eager to get my log written and other routine duties cleared up so I could be relieved of OD duty at 0800 in time to catch the liberty boat to the Navy Yard. The Marine Color Guard arrived on schedule to set up for Colors. The music for Colors was provided by a record broadcast over the loudspeaker system. Almost simultaneously with the first note of the Nation Anthem, the Ad Building was shaken by a nearby explosion. Within the next couple of minutes Japanese torpedo planes had poured three torpedoes into the side of the CALIFORNIA. Needless to say the Marine Color Guard raised the colors very quick! Every battleship down the line was hit first by torpedoes and then by dive bombers.

We sounded the call for general quarters on the loudspeaker system. Within minutes the CO and other key officers had arrived. When relieved as OD, I ran to my station in the operations building, while shrapnel from anti-aircraft fire was falling on the island. The operations building and the control tower did not come under direct attack, but it probably provided the best view of the battle that was taking place all around Ford Island. Several of the battleships sank at their

moorings. OKLAHOMA and UTAH capsized, and ARIZONA blew up when a dive bomber dropped a bomb down its stack. NEVADA was the only battleship to get underway, but it was driven ashore on Waipio Peninsula by dive bombers where it nearly blocked the main channel. You may recall on your ferry ride to Ford Island in February, 1942 seeing many of these ships still resting on the bottom of Pearl Harbor.

29 March 1942: I received word that there was room for the Erickson Family on the Pan Am Clipper leaving Pearl City about noon. I rushed home and we started packing. We had three light aviation kit bags in which everything was quickly packed. The maximum allowable weight for one ticket was 22 ½ lbs. Kay required ½ ticket so her weight allowance was 11 ¼ lbs., while Betty Alice, who was under 1 year of age did not require a ticket, nor did she get a baggage allowance. As I recall the total allowable baggage weight allowance was 33 ¾ lbs. We rushed to Pearl City where you finally boarded the clipper at about noon along with the other families being evacuated. You already know the details of this flight and your arrival in San Francisco of March 30th.

1 Apr., 1942: I received orders to report to GGAS Floyd Bennett Field, New York and left by the first available transportation, the USS NITRO, which was an ammunition ship. A few days after I got to Tacoma, we flew to New York in a United Airlines DC-3.

Hope this fills out some of the gaps in your chronology.

/s/ Love Dad



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**PREZ MESSAGE From 2** collecting input on a re-write of by-laws and looks forward to sending out the revision for membership comment in the next few months. Revisions should be ready for adoption at this year's Roost.

Speaking of Roosts, the 2022 Roost will be a hard act to follow. But Tony Hahn and Jay Crouthers are navigating us toward a great event at the Bahia Resort Hotel in San Diego for the 2023 Roost, from October 31 to November 3 this year. The hotel is on the waterfront in Mission Bay, and Tony has obtained an excellent group rate. If you want to extend your stay in this beautiful location, you can get the same rate one day prior and one day after, subject of course to availability. Also, if you book before May 1, you'll automatically be entered into a raffle for one free night. Registration is easily accessible from the Pterodactyl website.

Looking further into the future, preliminary planning is underway for the 2024 Roost...tentatively in Jacksonville, Florida, during the last week of October, 2024.

Keeping our Coast Guard Aviation Association healthy, relevant, and growing requires a lot of work and care. That work is performed by people who care deeply about our mission, and I am very grateful to the long list of people, many of whom appear to the left of this column, for their support. Even a volunteer organization needs to plan for succession, so if you're interested and willing to help, please contact any one of us. See you in San Diego! Peter Troedsson [PTroedsson@gmail.com](mailto:PTroedsson@gmail.com) 503.468.9898

## Air Station Port Angeles By LT Casey Fall, Aviator 4819



Coast Guard Air Station Port Angeles operates from a historic logging town that offers unique maritime and inland challenges with highly varied and rewarding missions. The unit maintains three helicopters to provide one SAR ready B-0 asset at all times covering the vast AOR. The beauty of the Pacific Coast, San Juan Islands, Straits of Juan De Fuca and the Puget Sound, set against the rugged and awe inspiring Olympic and Cascade Mountains makes this unit truly one of a kind.

The Coast Guard's presence in Port Angeles began on 1 August 1862 with the arrival of the USRC SHUBRICK, the first Revenue Cutter to be stationed on the Olympic Peninsula. Ediz Hook, a level 3-mile sand spit extending from the mainland North and East into the Strait of Juan de Fuca, was declared a Federal Lighthouse Reservation by President Lincoln in 1863. The first lighthouse was commissioned on 1 April 1865.

The Air Station was commissioned on 1 June 1935, becoming the first permanent CG Air Station on the Pacific Coast and now the oldest continuously operating air station. Its location, at the end of Ediz Hook, was chosen for its strategic position of coastal defense for the Northwest. The first aircraft, a Douglas RD-4 amphibian, arrived 11 June 1935 along with 75-foot patrol boats. During WWII, the Air Station expanded to include a gunnery school training aerial gunners and local defense forces. A short runway was added to train U.S. Navy pilots from nearby NAS Whidbey Island for carrier landings. Additionally, it hosted independent units such as Naval Intelligence and was Headquarters of the Air Sea Rescue System for the Northwest Sea Frontier Area. By the end of 1944, AirSta Port Angeles had 29 fixed wing aircraft assigned. In September 1944, the air station officially became CG Group Port Angeles, with several sub-units.

In 1946, the first helicopter, a Sikorsky HO3S-1G arrived. This was replaced in 1951 with the Sikorsky HO4S helo (the "Eggbeater"). The last fixed wing aircraft, the Grumman HU-16E Albatross (the "Goat") was retired in 1973. Since then, the air station has been home to helicopters only, starting with the HH-52A Seaguard, first acquired in 1965. The HH-52A was replaced in 1988 with the new American Eurocopter HH-65A Dolphin twin turbine helo.

Air Station Port Angeles received the upgraded HH-65C in July 2007, marking a significant improvement in aircraft capability and emergency single-engine flight performance. The HH-65C was replaced by the multi-mission MH-65C in May 2008. The MH-65C included an upgraded avionics suite, but most notably it provided hardware required to mount weapons for the CG's Airborne Use of Force (AUF) mission. Port Angeles completed the AUF transition in November 2008 and began its missions to protect the Washington State Ferry System, the largest ferry system in the United States and the third largest in the world. It carries nearly 23 million passengers annually via nine routes, 20 terminals, and 22 vessels.

In June 2010, Group Seattle and Group Port Angeles merged creating Sector Puget Sound and Air Station / Sector Field Office Port Angeles. CGAS/SFO Port Angeles had logistical and administrative oversight of four 87' Patrol Cutters, one 110' Patrol Cutter and three Small Boat Stations. In June 2012, CGAS/SFO Port Angeles upgraded to the MH-65D which utilized new EGI's, upgraded navigation system & two Rockwell Collins CDU's (flight planning computer).

CGAS/SFO Port Angeles, was among the first air stations of the fleet to transition to the MH-65E in December 2020. The MH-65E incorporates many modern updates, with the most obvious being an all new "glass" or digital cockpit. Other upgrades include improvements to the automatic flight control system, flight management software and radar.

Following the MH-65E transition, Air Station / Sector Field Office was disestablished in August 2021 to transfer ADCON of the Port Angeles support divisions to Sector Puget Sound. Now the air station is simply known as Air Station Port Angeles (ASPA).

Air Station Port Angeles' proximity to the Olympic Mountains has



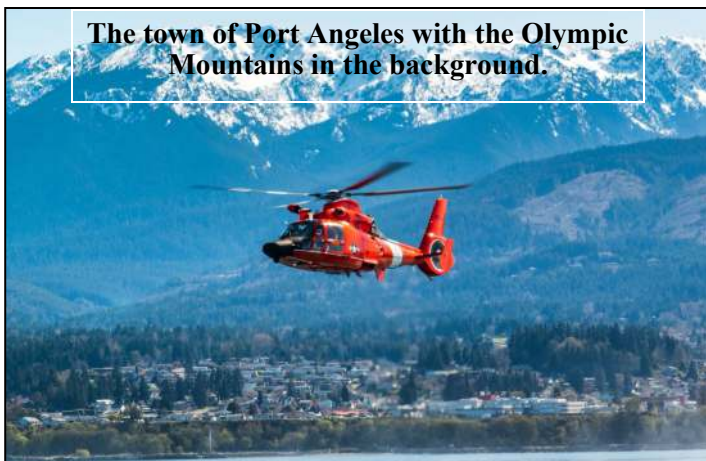
A local mountain training flight in the snow.

not only diversified CG flying capabilities, but also brought about some exciting SAR cases with uniquely challenging conditions. To meet these challenges, the pilots and aircrew participate in several locally developed training programs to ensure proficiency in the harsh mountain environment. ASPA responds to numerous high altitude SAR cases annually. It is not unusual for aircrews to respond to injured hikers stranded at thousands of feet in the Olympic mountains. Most notably, after extensive preflight planning, an injured mountain climber was hoisted off of Brothers Mountain summit near Bremerton, WA at 6900' MSL. This was not only the highest altitude helicopter rescue ever accomplished in the Olympic Mountains, but also the highest altitude HH-65 rescue to date.

From injured hikers in the mountains, vessels run aground on foggy nights, to stranded fishermen off the Pacific Coast, ASPA stands ready to respond and help those in need. As with all great organizations, the success of this unit is a direct result of its personnel. The members of Air Station Port Angeles continually strive for excellence with the utmost professionalism, technical expertise and deep sense of devotion to duty and each other.



The town of Port Angeles with the Olympic Mountains in the background.

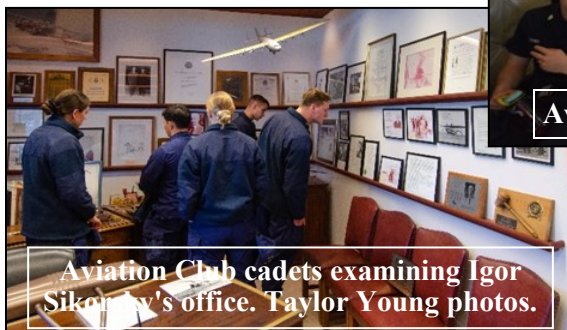




## CG Academy Flying Club Update

By Cadet 1/C Taylor Young

Greetings from New London! The Coast Guard Academy Aviation Club wrapped up a successful trip to Sikorsky on 7 February and CG Air Station Elizabeth City from 22-25 February. The Sikorsky trip (see photo on P. 19) exposed the Aviation Club cadets to the aircraft manufacturing plant that constructs helicopters and also received a tour of Igor Sikorsky's office.



Aviation Club cadets examining Igor Sikorsky's office. Taylor Young photos.

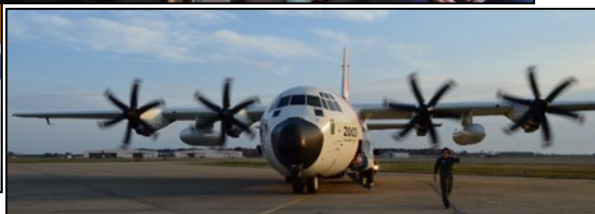
The Elizabeth City trip was filled with tours of the different commands on base such as ALC, Air Station, and ATTC. The cadets were from all classes and were ex-



Aviation Club at Elizabeth City



Aviation Club cadets on a C-130 flight.



C-130 that took the Aviation Club cadets on a flight.

posed to the assembly line that services C130s, C-27s, H-60s, and H-65s to serve the

Coast Guard's missions. The cadets were also able to get a flight on a C130. The club would like to thank Sikorsky and CG Elizabeth City for hosting the club in their facilities, specifically ATTC CO CAPT Andrew Behnke, Aviator 3720, and ASTCS Downham from Elizabeth City. The cadets gained valuable knowledge and experience from both trips. The club would like to thank CGAA for their continued support of the Coast Guard Academy Aviation Club. They support the future of Coast Guard Aviation.

We're making some great progress up at CGA with respect to the CGAA supporting aviation activities there... there will be much more to come in the next few months: The second "Soft Patch Ceremony" and the Inter Service Academy Flight Competition, and an update on the recently re-certified Redbird Simulator, courtesy of our organization's membership dues.



## Radial Requiem

By Ptero Art Wagner, Aviator 769

I received a very thoughtful invite to attend the 17 February 2023 HH-3F CGNR 1432 Remembrance Activities at CGAS Cape Cod, but was unable to attend. In the course of exchanging information, I struck up an email conversation with former AD2 Tom Gross who was assigned there during my stint.

He sent me a picture taken by former AT2 Gary Salerno showing all seven of the HU-16Es assigned to the Cape in the late '70s for Fisheries Patrols in the 200-mile Economic Control Zone. They seldom were all together – and washed!



I thought it might be of interest today to understand that mission we worked co-operating with the National Marine Fisheries Service (NMFS) people.

Our responsibility was to cover the U.S. waters from Maine to the Virginia/North Carolina border which meant we often had two HU-16Es in the air, or RONing at ECG, or in maintenance. And that maintenance was a problem until we were able to negotiate the use of an Army hangar on

the far side of former Otis AFB for our exclusive use. The crew quickly made it a "home-away-from-home".

At that time, foreign "factory" ships plied the Atlantic waters vacuuming sea life up and canning the catch on the spot. NMFS assigned ship riders to many of the foragers, but that was not always the case. Our aircraft would "rig" the vessel by making one or more low passes, photographing the ship and its catch and marking the location.



Upon arrival at ECG or the Cape, the photos and positions were sent to the El

Paso Information Center (EPIC) where a joint staff plotted all the data and tracked the vessels to ensure compliance with the current limitations. Primitive by today's standards, but effective.

### Requiem for the Radial

While recalling the days when the radial engine reigned supreme in airborne propulsion, memories of what can now be considered the artistry needed to get one of the snarling beasts on line came to mind. At the

time, our pilots cranked up the R-985 (JRF, SNB), R-1340 and R-1300 (HO4S, SNJ.), R-1820 PB-1G, HU-16E), R-1830 (PB4Y, R4D), R-2000 (R5D), R-2600, R-2800 (PBM), R-2800 (C-131), and R-3350 (P5M) without too much difficulty. Some flight engineers would argue that the turbo-compound R-3350 was cantankerous and pilots should just monitor the start.

Today's crew might be dismayed by the plethora of knobs, levers, switches and other controls to coax a radial to perform. There was an array of throttles, mixtures, carburetor heat, primers, superchargers, water injection, propeller pitch and feather buttons (some auto feather), some duplicated for easy access to both pilots. Carburetor air, outside air, cylinder head and oil temperatures along with oil and hydraulic pressures and even wind direction needed attention.

With the larger displacement engines, an external source of electrical power such as a cart, GTC or APU was needed to juice the direct starter as the batteries soon faded. Fortunately, our birds did not have the hand-cranked inertial fly wheel! After cranking 12 or 15 propeller blades to ensure there was no hydraulic lock (you did pull the prop through by hand before boarding, didn't you?), there was a cockpit choreography in massaging the throttle position, starter switch/button, magneto switch, primer and finally mixture as the unmuffled engine belched, shuddered, and



gradually settled into that familiar lope after blowing blue smoke exhaust all over the ramp.

Once airborne, regardless of type, you could set 30 inches manifold pressure and 2000 rpm at cruise and not be too far off mark. But a rough running engine might demand a “plug burnout” as indicated by the ignition analyzer, or manually lean the mixtures rather than the auto feature.

The big old radials loved to have their piston pushrods well oiled, for a sticking valve was one of the quickest ways to bring an engine to a quick and catastrophic end. The individual engine oil tanks, and in the case of the C-131, the engine plus the reserve oil tank aft (which had to be heated in flight), carried enough to pave roads, and sitting on the ramp,

soon leaked enough to present a constant cleanup problem. Hence the “Red Raggers” moniker.

### A Better Way

Do I long for yesteryear? Not on your life! Full Authority Digital Engine Controls (FADECs) now bring up the turbine engine and operate it at maximum performance in all regimes. Glass cockpits provide a situation awareness unheard of just a few years ago. Pilots and crew can now work in a shirt sleeve environment to mitigate fatigue and enhance judgement. The Coast Guard no longer flies by the seat of the pants but with a professionalism unparalleled. But never Forget – you still have to fly the aircraft.

### The Future in Propulsion

There are several competing disciplines now vying for primacy in the climate conscious

world we now live in. Battery, hydrogen fuel cells, sustainable fuels and perhaps even solar or nuclear power may be the ultimate choice. Today’s pervading smell of JP-4 may soon be looked down upon. I wonder if the sustainable fuel use, such as used frying oils, will increase the feral cat population at airports, or if the hydrogen or hybrids will leave a sky full of contrails? Will we have to limit the air transportation modes in favor of other mass transport?

I do know that we who now fly enjoy a realm much as the seafarer--always challenging, always beautiful, always changing, and always enticing. We have been blessed to have the freedom of flight.

## Enlisted Ancient Al #14 Report to Pteros

Ptero AMTCM Shannon L. Fortune,

14<sup>th</sup> Enlisted Ancient Albatross.



Esteemed Aviators, As my time as the “Ancient One”, as Ptero CAPT Greg Matyas, Aviator 3432, my CO says, comes to a close, I can’t

help but look back at the last year and the changes that the CG has made for all of its members. I am proud to have been apart of implementing those changes. Seeing it first hand at one of the most amazing units, HITRON Jacksonville, which is because of the members assigned here, for they are what truly make it special.

A slight feeling of sadness for the service that I have given 30 years of my life to, but joy supersedes anything else at the next chapter that is to come.

I will leave you with some of the best advice that I received as a young non-rate, “Whatever you decide to do, be proud to put your family’s name on it.” Fly safe out there. Semper Paratus!



AET2 Fredricks Advancement Ceremony: CAPT Matyas (L), AET2 Fredricks, AMTCM Fortune.



AET1 Durran Advancement Ceremony: CAPT Matyas (L), AET1 Poulin, AET1 Durran, AMTC Dietsch, AMTCM Fortune



AET1 Elhasan Advancement Ceremony: CAPT Matyas, AET1 Beard, AET1 Elhasan, AET1 Burns, AMTCM Fortune.



GM1 Oliver Advancement Ceremony: CAPT Matyas, GM1 Oliver, Mrs. Oliver, GM1 Mace, AMTCM Fortune.

ALC Dining In: Pteros Joe McGilley (CG-41), Aviator 3319, (L), RDML Carola List (CG-4), Aviator 3198, RADM Mel Bouboulis (AA-Air Lord), & Tad Wilson (ALC CO), Aviator 3468.

Photo by Kristi Langenbacher, ALC Protocol Specialist - CTR

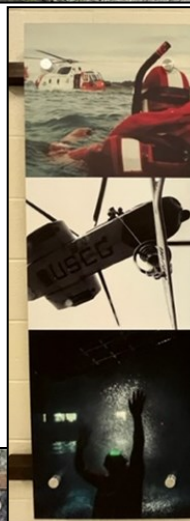
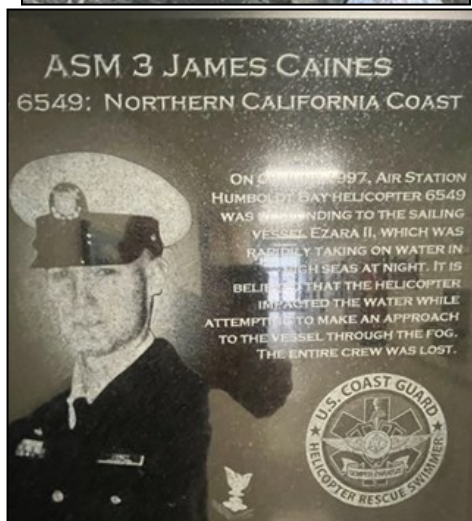
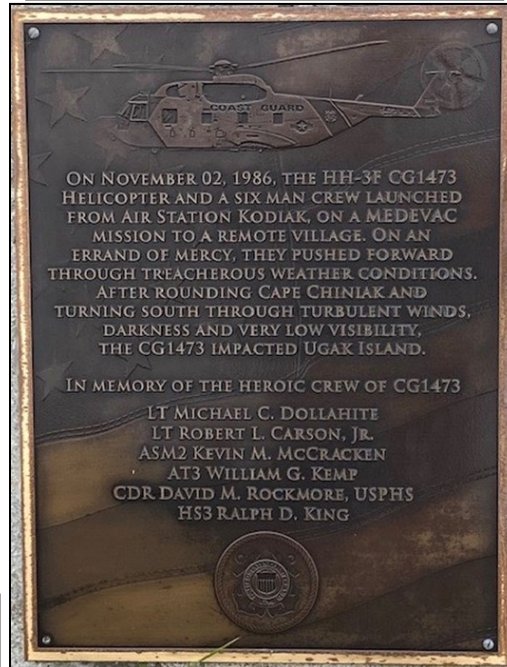
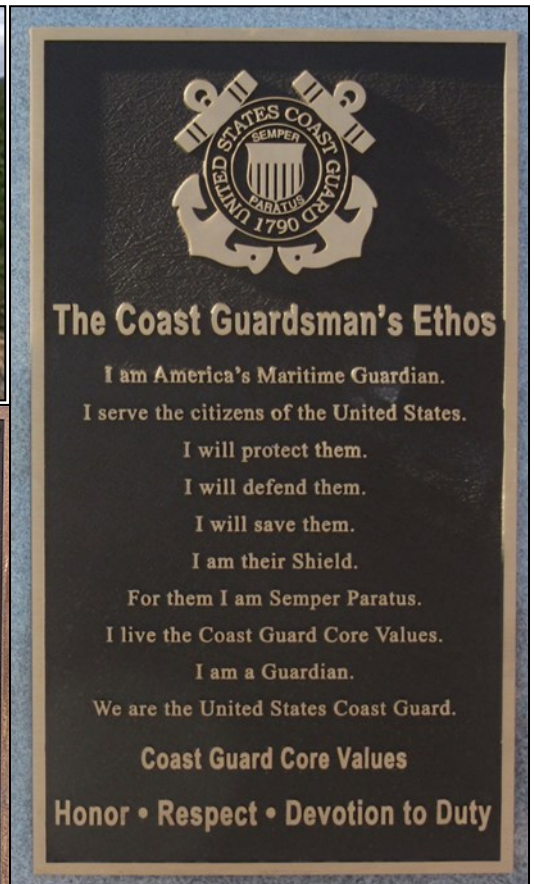




## Coast Guard Aviation Memorials Search Underway

By Ptero Mark Benjamin, Av. 1665

Your CGAA has launched an effort to document all monuments and memorials dedicated to CG AirCrew who perished during Aviation Operations. Several have already been documented, but many more still remain. Request all hands look for any such monuments in your area. Contact your local Chapter Coordinator with any information. They will know which have been photographed and which have not. There is a list of Coordinators on the [aoptero.org](http://aoptero.org) web site as well as in the Chapter section of each Pterogram. Below are some examples.





## A Humbling and Gratifying Honor



CG Photo

On 21 October, in a ceremony at the Coast Guard Academy, retired CAPT Ptero James Hubbard, Aviator 2375, was inducted into the Hall of Heroes Wall of Gallantry memorial for heroic service to the CG and the nation. Hubbard was recognized for his efforts during two helicopter rescue missions that he played an integral role in during his CG career.

He was awarded an Air Medal for his efforts on November 11, 1986, during the rescue of two people after their single-engine Cessna crashed in Lake St. Clair, Ontario, Canada. The weather was so bad on scene that the rescue crew had to use the side windows of the aircraft to search for survivors as heavy ice accumulation completely obscured visibility from the helo's windshield. The crash victims, a husband and wife, were both suffering

from severe hypothermia. Once they were spotted, the crew quickly got them onto the helo and back to safety.

After recovering the victims, the pilot left the cockpit to administer CPR to the husband. Hubbard, who was serving as the co-pilot on the mission, was then left to both fly and navigate the helicopter to an unfamiliar hospital landing zone. Faced with some inoperative equipment and loss of radar assistance, Hubbard directed AirSta Detroit to calculate the hospital's position relative to a nearby transmitter, while coordinating his arrival over the county emergency radio network.

The pilot of the aircraft, LT Mark Feldman, Aviator 2276, was inducted into the Hall of Heroes back in 2018 for his efforts during the same rescue. The HH-52 CGNR 1428 that they both flew that day is now on display at the New England Air Museum in Windsor Locks, CT.

Hubbard received a second Air Medal after the rescue of five fishermen from the waters off the coast of Atlantic City, NJ on January 16, 1992. As a cold front generated hurricane force winds, heavy seas, and low visibility in the area, a distress call came from a stricken fishing vessel out at sea.

Hubbard and a crew from AirSta Cape May, NJ flew to the scene. Once he arrived, Hubbard saw the vessel, "capsizing and sinking, casting one man into the frigid ocean as four others boarded a raft."

"LT Hubbard skillfully recovered the man in the water and deployed his rescue swimmer to assist the others," the citation reads. "The gusting winds capsized the raft, tossing the last three victims into the violent seas. LT Hubbard was fully aware that recovery of the re-

maining three men and the swimmer would severely overload his aircraft, but leaving them to jettison fuel would mean loss of life, so he courageously continued the recovery."

Hubbard recovered the three remaining survivors and the rescue swimmer and flew them to safety. He went on to have a 26-year career in the Coast Guard that culminated in his final assignment as C O of AirSta Atlantic City.

Each year just before Veterans Day, the Academy community commemorates the actions of alumni like Hubbard who demonstrated courage in the face of extreme danger and serve as a model for those that follow in their footsteps.

Those who are included in the memorial have their award citations and their graduation photos prominently displayed in a hallway in the cadet barracks. Along with Hubbard, retired CAPT Norman Scurria, Aviator 1506, (posthumously) and LCDR Travis Christy, Aviator 4471, who is still on active duty, were also inducted.

Friends and family members of the inductees were on hand for the ceremony, which included tours of the Academy grounds and a parade of the entire Corps of Cadets.

"It was special to be back at the Academy," Hubbard said, "and a humbling and gratifying honor to be recognized. Coast Guard missions are all noble, in my view, but none more so than helping those in distress in a challenging environment." (CG News Release)



## WOMEN IN AVIATION From 1



Liz Booker Photo

Col. Merryl Tengesdal, USAF (ret.) (L) and CDR Jeanine Menze.

Former Ancient Albatross, Ptero VADM Vivien Crea, Av. 1820, was a 2010 WAI Pioneer Hall of Fame inductee.

Next year, WAI 2024 is scheduled for 21-23 March in Orlando, FL. Hope to see you there!

CDR Plunkett is currently serving at the

HQ Office of Aviation Forces, Resources Division and has spent his career flying the MH-60T.

Since retiring in 2019 to write full time, Liz has built a community of readers and writers around books featuring women in aviation as the host of the Aviatrix Book Club and as Literary Aviatrix on social media with a website and author interview series. <https://linktr.ee/literaryaviatrix>.



Vince Jansen Photos







**Mail Call!** This issue's mail is brought to you by an E-2C 'Hawkeye' at NAS Norfolk. The Drug Abuse Act of 1986 called for the Coast Guard to form an air interdiction unit operating E-2C aircraft. The Navy was to provide the aircraft and provide support facilities to operate the aircraft. Naval Air Station Norfolk was the designated naval support facility for E2C aircraft and became the initial site of CGAW1. A CGAS would later be established at St. Augustine, Florida for E2C operations

The E-2C Hawkeye was an all-weather, carrier-based tactical battle management airborne early warning command and control aircraft. It was a twin engine, five crewmember, high-wing turboprop aircraft with a 24-foot diameter radar rotodome attached to the upper fuselage. It was equipped with an electronically advanced radar package.

The E-2Cs were deployed to six foreign Forward Operating Bases in the Caribbean stretching from Belize to Carioca to Grenada. During the last year of operation, CG E-2Cs were deployed for 293 days. The Coast Guard E2C operation was discontinued on 22 November 1991.

### Passing of RADM William Jenkins

In 3-22, I was drawn to the article on Pg. 2 of RADM Bill Jenkins passing away. He was one of my COs in San Juan from '60 to '63. A really good guy. Here's a little background music about him.

I was an AT fresh out of A school assigned to CGAD San Juan, from 5/60 to 5/63. The CGAD was on the Navy base which was HQ for the Navy's COMCARIBSEAFRON. They did not need the hangar on the base, but the Coast Guard did! Somewhere in that time frame, CDR Bill Jenkins became our CO. I flew with him often in UFs, in the radioman's seat directly behind the copilot. If you are unfamiliar with CGAD San Juan, we used the old/former San Juan airport - Isla Grande. It was horrible sporting no tower, horrible runway lights that would have been better if they were pot torches, and taxiway lighting that was practically non-existent. In fact, in prep for night landings for our aircraft we would man a pickup truck and race the length of the runway to ensure no critters to impede a landing plane and ending up on the approach end. Then, our communication to the plane on final was a Very pistol - green flare for OK to land, red for go around.

One day, we were up for an oh dark thirty takeoff, unsure of the reason for the flight but no doubt some SAR mission, CO Jenkins the aircraft commander. Normal starting and taxiing. Well, until the time to turn on the runway and taxi to the end for takeoff. CO Jenkins made the left turn but it was NOT on the runway, rather it was onto the soggy, wet soil somewhat before the point we should have turned. The plane immediately sunk to the keel. No amount of various throttle/prop settings were effective. This started an hours\~ long trial of this or that idea, to no effect....

The first attempt was to dig ramps for the main landing gear and Marston mats in those ramps. Back to the plane, start the engines and advance more and more power to no effect. Rethink. Somebody had the bright idea get our mule and a towbar to pull on the nose gear with the engines at full power. Thankfully, this too was ineffective or there might have been some final rites for the AD mule driver. More thinking.

Almost all the while this was going on, there was a Navy civilian who drove his crane over and offered to simply pick up the plane and deposit it where it should have been - on the taxiway. He patiently watched all the activities, most likely amused the whole time. Finally he was approached and asked for his help. He came over, hooked up the plane and in moments had it 'airborne' and swinging around to its rightful place. Turns out there was NO damage to the plane and I'm unsure if the crane operator was properly thanked with a few bottles of

Bacardi. I'm certain news of this never made it to D7 offices in Miami and it certainly did not hurt Bill Jenkins' career. I'm happy his career was unhampered as he truly was a good guy.

Another Bill Jenkins story was the very first night we'd equipped the pickup truck with a radio that could talk to the plane approaching the field (381.8 MHz). Bill came along with AT1 Jim Weatherly, who put the radio in the truck. I was in the plane. Phil Hogue was the pilot, I think Carl Meredith in the right seat. Landed a bit heavy and the reversed the props to nearly full power. As we came to a stop, BOTH engines were on fire. The old saying about the Captain is the last to leave the ship - not so if Phil Hogue is the captain. If AO Stickland had not jumped out first, Hogue's footprints would have been all over his back. ALL hands hastily exited that plane and ran some slight distance away.

In the darkness, the flames were quite evident. One engine was turning over very erratically throwing a tongue of flame skyward, the other was a rather mellow fire from the exhaust stack. AD Jim Cazalot climbed back aboard and advanced the throttle to extinguish the exhaust flame. The other required the fire extinguisher switch, which did the job. Turns out the intake manifold had somehow come off the engine block and it was theorized when the props were reversed a spark got in there.

At any rate, this was the FIRST time for the radio and the CO doing a ride along in the truck. I can only imagine the flood of paperwork flying around in his head if those fires had not been extinguished. All's well that ends well!

Ptero Tom Rich, P-2596

### CG Auxiliary Supports MH-65 Cliff Rescue Training

My wife, Wendy, I, and other CG Auxiliarists continue to support the post-COVID reinvigoration Cliff Rescue Training at Pt. Vicente Lighthouse in Rancho Palos Verdes, CA by FOB PT Mugu from AirSta San Francisco. Pre-COVID, FOB PT Mugu sent their own people down to support the training. The training stopped for the duration of COVID and restarted in November. CG Auxiliary Chain of Leadership warmly welcomed CG Auxiliary support of the training, and we have done so since. The functions we perform are: FOD Walkdown (largely picking up palm fronds that blow down), gate access for LA CO FD, show where Oscar is stored, and answer questions. CAPT (Ret.) Kip Louttit, CGA '79



CG Auxiliarists Kip Louttit (L) & Lori Barfield supporting AirSta San Fran cliff rescue training in January.



### ATC Mobile Ptero Leads School Tour

St. Luke's Episcopal School's Fundamentals Biomed classes had an awesome day at ATC Mobile on 14 January. Ptero LCDR Mark Currier, Aviator 4690, organized the tour and LT David Ahmadian led the tour of the medical clinic. The men



and women of ATC spent time with their students in the medical clinic, flight simulators, and in ATC's aircraft. The students got the grand tour through the general health care clinic where they learned about EKG's, PFT's, hearing and eye tests. LT Dan Lindner also told them about the many healthcare careers available within the Coast Guard.

LT Banning Lobmeyer, Aviator 4776, discussed the many benefits of CG careers as well as the opportunities that exist by attending the CG Academy. He also gave the students a tour of the HC-144 aircraft.



The students enjoyed the MH-60, MH-65 and HC-144 simulators before touring the MH-60, MH-65, and HC-144 aircraft.

St. Luke's had the best day and they sincerely appreciated all the time and effort that went into providing such a great hands-on experience for their students!

### CGC Elmer Stone (WMSL 758) Celebrates the Holidays

The Pteros made a generous donation to CGC STONE's morale fund to assist with their Christmas Party on 16 December at Holy City Brewery in North Charleston, SC. The STONE's Morale Officer, ENS Samantha Bolin, did an awesome job planning the party which included heavy hors d'oeuvres and a holiday raffle. They even invited this old crusty retired aviator to represent the CGAA.

Ptero Peter Broda, Aviator 3274

### Elmer Stone's Birthday Celebrated

Elmer Stone, the CG's first aviator and the first pilot to successfully fly across the Atlantic, would have been 136 years old on 22 January. Pictured here, ATC Mobile CO Ptero Chris Hulser, Aviator 3499, cuts a cake to celebrate as members of ATC and CG District 8 look on.



Elmer's birthday was also celebrated at

CGHQ. Over 100 CG aviators, including many Pteros, attended.

Ancient Al Ptero RADM Mel Bouboulis,



Aviator 2915, addressed the audience remotely.



The audience greatly appreciated Ptero Beth Crumley's, P-1916, presentation on the distinguished career of Elmer Stone.



### Ptero Jim Loomis, Aviator 1179, Remembered

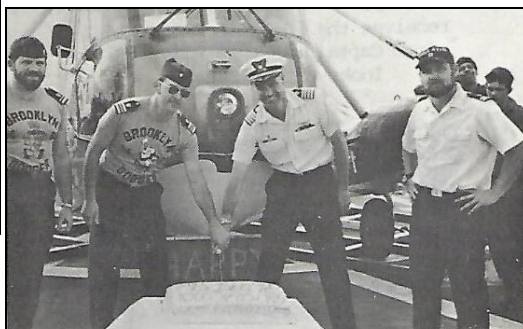
Personally, I had several distinctly marvelous opportunities to serve with Jim: to stand duty at Brooklyn, within his "gourmet duty section;" to fly a couple of H-3, and loads of H-52 flights with him

### Ptero Tom Keane, Aviator 1059, Remembered

I was a newly reporting bachelor to AirSta Los Angeles in January 1968 – straight from flight training and HH-52A transition at Mobile. Tom was the only other bachelor at the air station and had a two bedroom apartment which he graciously invited me to share... and share the rent too. We were roommates for six months until he received orders to a CG icebreaker. At that time at AirSta Los

to deploy as part of his detachment on an action-packed and fun-filled voyage on CGC Gallatin

to be reunited, sharing the cockpit with Jim during our civilian business aviation chapters.



LING O'Doherty, LCDR Loomis, CAPT. Breed, LT Allen.

Pteros Hugh O'Doherty (L), and Jim Loomis, part of the 'Brooklyn Dodgers' deployment crew, mark the 1,000th landing with a cake cutting on CGC Gallatin with CO CAPT (later RADM) Al Breed and LSO LT (later CG Commandant, ADM) Thad Allen in the late '70s.



Ptero Hugh O'Doherty

[See related stories in Pterograms 2-20 (P. 13), 2-21 (P. 11), 3-21 (P. 12) and 1-22 (P. 15) concerning, as described by Ptero RADM Rudy Peschel, Av. 1146, 'Jim's devotion to the late LT Jack Rittichier by personal sponsorship of an annual award at Jack's Kent State U. honoring the next generations' outstanding players who came closest to emulating Jack's on-field skills and leadership; and the multi-year effort of conceiving a bronze bust of Jack, complete with interpretive material, which captured the essence of what USCG aviators were doing in VietNam. Perpetuating Jack's memory truly became Jim's 'life's work.' ' ... Ed]



Angeles, the duty co-pilot did not have to be at the station at night – only the pilot-in-command. If a SAR case occurred, the co-pilot was called by telephone and the pilot-in-command started the helicopter on the ramp and awaited the arrival of the co-pilot. Tom was the duty pilot-in-command when I was a co-pilot for my first SAR case which was a medevac from Santa Catalina Island at the northern end - an area called the Isthmus Cove. It was a straightforward case with good weather



and no difficulties, but I will always remember it.

During our time as roommates, Tom once showed me a flyer and asked if I would like to attend the function on the flyer. The flyer had pictures of monkeys climbing a vine with the title, "Want to Have some Fun?" The event was at the Ambassador Hotel in Los Angeles in a lounge called "The Cave." It was an afternoon greet and meet social hour for military officers to meet single women. The entire lounge was reserved by the "Stars & Bars," a social club that began during WW II. I attended a few of these events and, after an absence of several months, I returned on 16 November 1968 and met my future wife, a single kindergarten teacher the same age as myself (25). We were married in 1969 and I will always be glad that Tom invited me to go with him that fateful night and allowed me to be aware of this social event that worked out great for me.

Attached is a photo I took of Tom when we served together at AirSta Los Angeles. He was the Admin Officer and is seated at his desk in the Admin Office.



Ptero Delgene Phillips, Aviator 1291

Walt Viglienzzone, Jim Pennewell, Tom, and Pteros Glenn Serotsky, Aviator 1287, Kevin Marshall, Aviator 1949, and I met every few months for lunch in PNS in addition to CG Family and Friends dinners the second Thursday of every month. A nice way to stay in touch with fellow Coasties in the PNS area.



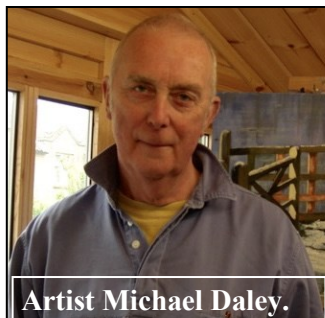
Walt Viglienzzone (L), Glenn Serotsky, Jay Taylor, & Tom Keane enjoying lunch surrounded by Blue Angels' memorabilia.

Ptero Jay Taylor, Aviator 1620

## 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

Last year, the Historian's Office took custody of a beautiful painting by acclaimed British artist Michael Daley, depicting the cutter *Manning* during World War I. It was a commissioned work. However, the person who commissioned it disappeared upon request of payment. Daley considered reusing the canvas,



Artist Michael Daley.

but luckily, he offered the piece to the Heritage Asset Collection.



When I was approached by Marine Corps artist-in-residence Kristopher Battles to give a presentation at the annual combat art conference held at the National Museum of the Marine Corps, I was more than willing. What I lacked was a subject. Volunteer Ptero Larry Hall, Aviator 1923, saved the day when he suggested the *Manning* painting. Over the course of preparing that presentation, I exchanged several emails with the artist. Curator Arlyn Danielson and I, along with Larry Hall, took the painting to the museum for the day. It was a solid presentation, and the conference attendees loved the painting. A win-win for the Coast Guard! Mr. Daley was very happy to know that the painting not only had found a home in the Coast Guard collection but was shown at the art conference.

Several weeks ago, I received an email from Mr. Daley asking if I might be able to help him. He needed assistance from subject matter experts for two pieces he was planning to be exhibited at the Guild of Aviation Artists show. His original plan was to focus on a Marine Corps OV-10 in Vietnam and Navy Sky Raiders in Korea. I responded with a query: "Why not a Coast Guard piece?" Daley said that he knew very little about Coast Guard aviation. I was not about to allow such an opportunity to pass by. I replied, "Well, it's your lucky day, because I do!"

After the exchange of a few more emails, I made four suggestions: CG helos during Katrina; the Jolly Greens in Vietnam; CG helos operating during the flooding in Yuba City in 1956; and Stew Graham flying off Dagestan. I provided him with a few details of each so he might make a choice, or decide he wasn't interested. His response? "How remarkable Beth, they all sound fascinating and challenging. Given that I love painting the sea and have only once painted a helicopter, Mr. Graham's story presses all the buttons! Load me up!! It is a story that should be recorded in paint. I have never heard this mentioned anywhere. Can we go with that one?"

Over the course of a week, I combed through Graham's personal papers collection and scanned photographs, archival material, and pages from his logbook.



It's interesting to know that so many people wonder just what we do, and what becomes of the material we collect. This is a FINE example of how these materials are used. Mr. Daley replied, "very useful info. Especially the description of weather and sea conditions."

My first tentative thoughts are to use a view looking aft. My mantra when beginning any painting is 'what is the subject, where is the light source'. In our case the helo is the star of the show. I am thinking that any amount of ship detail might detract from the impact of the drama of the lift off. I will be roughing out some ideas over the weekend and will send them to you asap." Every few days, I received emails from Mr. Daley of his concept drawings and work on the piece. See CRUMLEY's CORNER on P. 23



## 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 San Francisco. If you are located in any of these areas, please give this a try.

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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Borinquen	Doug Armstrong	<a href="mailto:doug@ratio.com">doug@ratio.com</a>	340 643 2151
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Detroit	Rick Hamilton	<a href="mailto:rickleehamilton@gmail.com">rickleehamilton@gmail.com</a>	248 807 3648
Elizabeth City	Keith Overstreet	<a href="mailto:sobrecalle@hotmail.com">sobrecalle@hotmail.com</a>	540 405 3236
Houston	Jim McMahon	<a href="mailto:jim.mahon44@yahoo.com">jim.mahon44@yahoo.com</a>	281 753 5221
Humboldt Bay	OPEN		
HITRON	Kevin Gavin	<a href="mailto:kpgavin5@gmail.com">kpgavin5@gmail.com</a>	904 808 3507
Kodiak	John Whiddon	<a href="mailto:jbwhiddon52@gmail.com">jbwhiddon52@gmail.com</a>	907 942 4650
Memphis	Steve Rausch	<a href="mailto:rauschfamily@comcast.net">rauschfamily@comcast.net</a>	901 871 4702
Miami	Paul Sumner	<a href="mailto:sumnerpb@msn.com">sumnerpb@msn.com</a>	954 536 3065
Mobile	Gary Gamble	<a href="mailto:gary.e.gamble@gmail.com">gary.e.gamble@gmail.com</a>	251 268 9203
New Orleans	Dave Callahan	<a href="mailto:davcall6@aol.com">davcall6@aol.com</a>	251 458 6619
North Bend	Lance Benton	<a href="mailto:lancebenton@me.com">lancebenton@me.com</a>	541 756 6508
Pensacola	Kevin Marshall	<a href="mailto:kevinandmaryliz@yahoo.com">kevinandmaryliz@yahoo.com</a>	251 776 3914
Port Angeles	Eric Moan	<a href="mailto:eric.moan@gmail.com">eric.moan@gmail.com</a>	360 797 5406
Sacramento	Steve Delikat	<a href="mailto:stdelikat@hotmail.com">stdelikat@hotmail.com</a>	916 218 9321
Salem	Paul Francis	<a href="mailto:paul.francis@tsa.dhs.gov">paul.francis@tsa.dhs.gov</a>	617 721 0639
San Diego	Stuart Hartley	<a href="mailto:stuart@stusart.com">stuart@stusart.com</a>	619 316 8733
San Francisco	OPEN		
Savannah	Todd Lutes	<a href="mailto:toddlutes@gmail.com">toddlutes@gmail.com</a>	954 279 9712
Sitka	John Leach	<a href="mailto:John.m.leach@icloud.com">John.m.leach@icloud.com</a>	252 202 4021
Traverse City	Curt Erickson	<a href="mailto:curtis_erickson@hotmail.com">curtis_erickson@hotmail.com</a>	228 235 9327
Ventura	Pete Heins	<a href="mailto:k1fjm@aol.com">k1fjm@aol.com</a>	805 796 6693
Washington	Joe Kimball	<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 CGAA has established a mentoring program designed to assist all of our aviation personnel in securing post Coast Guard employment. Many Pteros 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. See the latest list in Pterogram 1-22.

### LOCAL CHAPTER ACTIVITIES

#### ANNUAL COAST GUARD APPRECIATION DINNER, 4 February, KODIAK, AK.

L - R: Kodiak Base CO Capt Hernaez, RADM Dave Moore (D17), Kodiak Chapter Coordinator John Whiddon, 1731, & Kodiak Harbor Master Dave Johnson. Backdrop poster thanks to Ptero VP Ron Tremain, RS-191, & Airbus.





Mark Benjamin. Veteran of the year 2022. Grand Traverse Area Veterans Coalition. President Vietnam Helicopter Pilots Association Michigan Chapter. US Coast Guard Veteran. Always ready to volunteer. Caretaker of the Vietnam Memorial Park in downtown Traverse City.



**AirSta Miami** gained a new neighbor with the recent opening of the Concourse Club, a motorsports country club located adjacent to the AirSta at Miami-Opa Locka Executive Airport. Local Chapter Coordinator, Tom Paligraf, arranged a tour of the air station for several Concourse Club members and is now working to coordinate a tour of their facility for air station personnel. As one crew member recently said, "We fly over their facility every day. It would be great to see it up close and personal." Shown in the cockpit is Ron Vogel, a private pilot and founding member of the Concourse Club. In the background is Bill Adam, ex-factory driver for Jaguar, Porsche/Audi and a member of the Canadian Motorsports Hall of Fame.



**SIGHTINGS:** Ptero Mentor Larry Post, 1873, sends. Sign and photo at The Point, Hanover St. in Boston. Larry guarantees great hospitality for any Ptero who wanders in.



**Sikorsky** was pleased to host two groups from the CG Academy in December and February. In December, the Academy's American Society of Mechanical Engineering group and faculty visited, and on 7 February (pictured above), Sikorsky hosted ~30 cadets and faculty from the Academy's Aviation Club for a facility tour in Stratford, CT. Go Bears!







On October 5, 2022, CGAS Chicago had a four- day reunion in Branson, MO. There

were 19 participants, along with the spouses, that covered from the 1960's to the 1980's. Back row (L to R): Ptero Mike Sapanara, P-3263, Tom Huntsman, Bruce Huntsman, Beuford Fletcher, Don Fiegel, Ptero Greg Westrup, Aviator 1602, & Ptero Terrill Snodgrass, P-3267. Front row (L to R): George Schumacher, Ptero Sutter Fox, Aviator 1613, Lloyd Chumley, Mike Trahan, Roger Smith, Lee Dougherty, Peggy Croteau, Phil Bray, Ptero Dallas Schmidt, Aviator 1343, Ptero Roger Argalas, Aviator 1595, Murl Spence, & Bob Galer. We attended several shows along with a barbecue on the last day. The reunion is every other year and is open to any and all CGAS Chicago veterans. If interested in attending please call or email Ptero Bruce Huntsman, P-4751, at 417-230-7572 or [huntspat@centurytel.net](mailto:huntspat@centurytel.net).



**Miami Chapter Valentine's Day Luncheon:** L to R: Miami Chapter Coordinator Tom Paligraf, P-3164, Sperry Storm, 1111, MaryLou Miller, Sherry Ross, Paul Sumner, P-3180, Fred Ross, P-3080, Rich Flowers, P-5493, & Bill Cavanaugh, P-4108.



**Miami** On 8 March, Chapter Coordinator Tom Paligraf addressed an All Hands muster at Air Station Miami. Tom distributed our recruiting brochures; then focused on the CGAA's role in preserving Coast Guard Aviation History and how important, in coming years, our history will be to them.

#### 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 [cejbwls@comcast.net](mailto:cejbwls@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 [jbwhid-don52@gmail.com](mailto:jbwhid-don52@gmail.com) or 907 942 4650.



#### TRAVERSE

**CITY:** Break-

fast 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 Ptero dinners. Scheduled each

month September thru May. Generally, held

on a Thursday evening at 1800 somewhere

in the Traverse City area. For more info con-

tact Traverse City Coordinator Curt Erickson

at [curtis\\_erickson@hotmail.com](mailto:curtis_erickson@hotmail.com) or 228 235

9237.





**AIRSTA VENTURA, CA  
CONSTRUCTION PROGRESS  
SITREP By Chapter Coordinator  
Ptero Pete Heins, Aviator 1504**



For six long years, the Coast Guard's Forward Operating Base (F.O.B.) Pt. Mugu, California has been operating from half of the Naval Air Weapons Station Ventura County Pt.

Mugu's Air Traffic Control Hangar with two MH-65s and a minimum crew complement of six pilot billets, three aviation Chief Petty Officers, two aviation Petty Officers, and four facilities personnel. Other personnel from CG Airsta San Francisco augment the unit on a rotating basis. Ultimately, Ptero Captain Chris Huberty, Aviator 3497, CO of CG Air Station San Francisco, is responsible for the F.O.B., while CDR Min Kim, Aviator 4413, is Deputy Executive Officer (DXO) in charge of overseeing the Forward Operating Base at Pt. Mugu. Both men had been assigned to AirSta Los Angeles in the past. The F.O.B. was established after a mandatory departure from Los Angeles International Airport in 2016 due to overcrowding. Current

plans call for AirSta Ventura to be commissioned in mid-2024 initially as a four helicopter MH-65 unit, but transitioning to three MH-60s. Ultimately, the Air Station will have a complement of about 100 personnel.

The FOB's area of responsibility begins at Dana Point (the Southern Boundary) and extends Northward to about Moro Bay and also includes the five offshore Channel Islands. Considerable numbers of pleasure boats and commercial craft operate in this area. Many business craft support the petroleum industry and fishing fleets. Freighters, cruise ships, and military vessels utilize the Ports of Los Angeles/Long Beach, Pt. Heuneme, and Santa Barbara on a continuing basis, and even Space-X transports rocket first stages back to Vandenberg Space Force Base dockage. During the past year, the FOB was involved with almost 100 SAR cases in addition to other mandated missions.

The AirSta Ventura construction site is located at the Northern terminus of Pt Mugu's Third Street and the beginning of Perimeter Road. Google Earth maps clearly show the partially built Hangar, Admin Building, & Ramp. It is conveniently located to the South of Runway 21's threshold. A



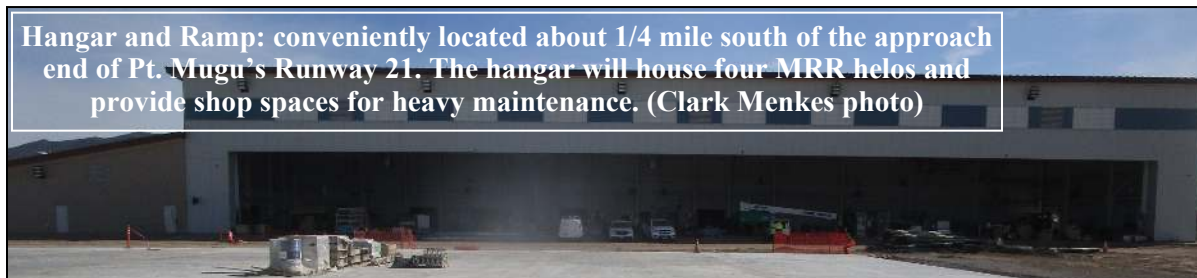
The Admin Building: The multi-purpose Administration building, located just south of the hangar, will house all administrative offices and also provide Duty Section berthing. (Clark Menkes photo)

Navy Exchange (NEX) & gasoline station, as well as other Pt. Mugu facilities are located about 1/2 mile from the AirSta Ventura site. For those unable to access the Pt. Mugu NAWS, parking at the Pt. Mugu Missile Park Museum on the Pacific Coast Highway affords an excellent view of the new Coast Guard facility.

The \$63 million AirSta Ventura project is being built by Design Build Contractor Whiting-Turner Contracting Company; It was designed by the CG Facilities Design & Construction Center Detachment, with day to day CG observation & supervision by Clark Menkes.

Scheduled for completion during the Summer of 2023, the future Air Sta Ventura will continue to operate as the Forward Operating Base Pt. Mugu for about a year to wring out the operation of the new facility, and then take its place as the first new Coast Guard Air Station to be constructed and commissioned in 20 years!

Hangar and Ramp: conveniently located about 1/4 mile south of the approach end of Pt. Mugu's Runway 21. The hangar will house four MRR helos and provide shop spaces for heavy maintenance. (Clark Menkes photo)



## Newly Designated Aviators

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

CG Aviator Nr.	Assignment
5105A Samuel W. Lowe	Clearwater
5107 Michael A. Frick	Traverse City
5109 Christian J. Welch	Borinquen
5111 Kassidy J. Moreno	Elizabeth City
5113 Elizabeth C. Miller	Port Angeles
5115 Mico Andre R. Manalang	Atlantic City
5117 Daniel F. Junghans	Astoria
5119 Christopher W. Hicks	Astoria
5121 Adora V. Lawrence	Sacramento
5123 Brendan R. Sullivan	Miami
5125 Philip S. Whittlesey	Corpus Christi
5127 Thomas A. Hackett	San Diego
5129 Scott C. Pierce	New Orleans
5131 Cooper N. Damron	San Francisco
5133 Leah L. LLewellyn	Corpus Christi

CG Aviator Nr.	Assignment
5106 John Snuggs	Mobile
5108 Hunter R. Shortly	Savannah
5110 Sarah M. Kemp	San Diego
5112 Miguel D. Moroles	Sacramento
5114 Rachel M. Morello	Detroit
5116 Jacob E. Sorenson	Miami
5118 Christian L. Roubique	Corpus Christi
5120 Nicholas R. Fuist	Barbers Point
5122 Katherine F. McDonnell	Humboldt Bay
5124 Reginald M. Robiske	Elizabeth City
5126 Gillian R. Gerton	Atlantic City
5128 Jarret J. McEldowney	Humboldt Bay
5130 Earl A. Roberts	Mobile
5132 Allyson D. Holfinger	Miami



## 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 Noah A. Boddorf	Miami	AET3 Cassidy A. Dishman	Detroit
AET3 Ty C. Fosbenner	Kodiak	AET3 Baily A. Han	Cape Cod
AET3 George G. Haver	Astoria	AET3 James H. Hitt	Mobile
AET3 Kobie R. Lockwood	North Bend	AET3 Kevin M. Rybak	Atlantic City
AET3 Charles E. Smith	Clearwater	AET3 Tyler J. Stover	Corpus Christi
AET3 Justin N. Turner	Mobile	AET3 Dino J. Vitale	Kodiak
*AET3 Landon P. Griffin	Clearwater	AET3 Gage K. Bradshaw	Mobile
AET3 Lauren M. Bulow	Kodiak	AET3 Brandon S. Gabory	Elizabeth City
AET3 Dawson H. Giltz	Sacramento	AET3 Emilie L. Lasiter	HITRON
AET3 Dylan T. Pettit	Barbers Point	AET3 Jacob M. Piloza	Astoria
AET3 Noah T. Pulliam	Mobile	AET3 Ethan C. Schliep	Humboldt Bay
AET3 Jacob A. Seitz	North Bend	AET3 James M. Ward	Elizabeth City
AET3 Gerrek C. Watson	Corpus Christi	*AET3 Bryce J. Henson	Borinquen
AMT3 Bryce J. Crawford	Elizabeth City	AMT3 Thomas D. Eberhardt	Elizabeth City
AMT3 Josiah H. Flanagan	Kodiak	AMT3 Dawson K. Kocher	New Orleans
AMT3 Conor N. Madigan	Kodiak	AMT3 Isaac A. Miller	Astoria
AMT3 Alyssa L. Ortiz	Kodiak	AMT3 Christopher K. Riba-Payne	San Francisco
AMT3 Robert L. Shumski	New Orleans	AMT3 Alessandro F. Trapasso	Astoria
AMT3 Ryan Valenzuela	Elizabeth City	AMT3 Colton T. Woodruff	Detroit
AMT3 Ryan J. Wooldridge	San Francisco	*AMT3 Kevin T. Ikeda	Kodiak
AMT3 Derrick E. Knox	Clearwater	AMT3 Cameron C. Broussard	Atlantic City
AMT3 Joshua S. Caldarelli	Atlantic City	AMT3 Colten J. Cooper	Mobile
AMT3 Jacob P. Croster	Corpus Christi	AMT3 Anthony M. Interrante	HITRON
AMT3 Ethan M. Lantz	Sacramento	AMT3 Aidan G. Lascell	Corpus Christi
AMT3 Tyler J. Nava	Sacramento	AMT3 Hunter P. Reis-Elbara	HITRON
AMT3 Robert E. Sampson	Clearwater	AMT3 Timothy J. Soli	Sacramento
AMT3 Edel J. Tejeda	Clearwater	AMT3 Michael T. Walsh	Detroit
*AMT3 Clayton W. Spencer	HITRON	AMT3 Parker M. Aukamp	San Francisco
AMT3 Zachary T. Brown	Miami	AMT3 John P. Callander	Cape Cod
AMT3 Ian A. Case	Cape Cod	AMT3 Austin Y. Davis	Clearwater
AMT3 Ian J. Francisco	Sacramento	AMT3 Kyle P. Gilbert	Clearwater
AMT3 Joseph D. Gonzales	Miami	AMT3 Jessie A. Londono	Atlantic City
AMT3 Robert J. Olshaskie	HITRON	AMT3 Russell S. Shaw	Atlantic City
AMT3 Jacob R. Stokes	HITRON	AMT3 Zackary D. Trujillo	Sacramento
*AMT3 Hunter O. Harding	Atlantic City	AET3 Clayton R. Buhr	Sacramento
AET3 Joseph D. Crandell	HITRON	AET3 Mason Z. Guidicessi	Sacramento
AET3 William R. Ramthun	Elizabeth City	AET3 John M. Larkin, III	Mobile
AET3 Brian A. McDonald	Detroit	AET3 Dylan S. Morris	North Bend
*AET3 Jacob M. Duben	Mobile	AST3 Markus Warnock	Barbers Point
AST3 Gabriel Davila	Kodiak	AST3 Jacob Howard	Mobile
AST3 Bryce Hurick	Kodiak	AST3 Robert Husta	Clearwater
AST3 Carter Kerwin	Clearwater	AST3 Thomas Lorimer	Atlantic City
AST3 Caleb McFarlin	Detroit	AMT3 Emma E. Adams	Miami
AMT3 Rogelio Anselmo	Atlantic City	AMT3 Davis H. Baxter	Sacramento
AMT3 Caleb R. Heman	Kodiak	AMT3 Morgan D. Henderson	Elizabeth City
AMT3 Cameron H. Joy	Sacramento	AMT3 Darion T. Lamar	Elizabeth City
AMT3 Nicholas T. Lewis	HITRON	AMT3 Rodrigo A. Llanos	San Francisco
AMT3 Leah D. Maholmes	HITRON	AMT3 Hunter I. Odham	Kodiak
AMT3 Cooper H. Stewart	Elizabeth City	AMT3 Christian R. Vargas	Elizabeth City
AMT3 Pauline F. Wilson	Barbers Point	*AMT3 Willie M. Moffitt	Barbers Point
AET3 Dustin K. Barto	Sitka	AET3 Peyton D. Clark	Elizabeth City
AET3 Gianni V. Dixon	Elizabeth City	AET3 Cooper R. Foster	Elizabeth City
AET3 Elijah S. Gates	Port Angeles	AET3 Conrad R. Hill	Clearwater
AET3 Johathan T. Housey	Cape Cod	AET3 Luis G. Martinez	Houston
AET3 Skylar A. Moore	Barbers Point	AET3 Noah M. Rodrigues	Sacramento
AET3 Michelle A. Terrazas	Borinquen	AET3 Juan E. Torres	Kodiak
AET3 David L. Wilkinson	Astoria	*AET3 Stephen T. Curbelo	HITRON





## 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 ( ) \_\_\_\_\_

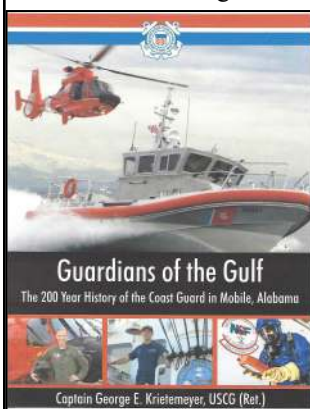
#### Sign me up for:

- ☐ 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.

We are all looking forward to the upcoming Roost in San Diego. The final touches are being



put on the activities so keep a sharp lookout for information so you can register for the Roost and hotel room before they are sold out. The Ptero Store will have a limited amount of stuff for sale there so visit the website (below) and order now. You'll want a CGAA Magnetic Nametag so everyone will know who you are. You will also need a sexy CGAA Shirt to put the nametag on. While you're at it, don't forget the new book, "Guardians of the Gulf" by Captain George Krietemeyer, USCG (Ret.).

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 2023 Please make copies of this form and pass it on.**

**Total Enclosed: \$**

#### Please check all below that apply:

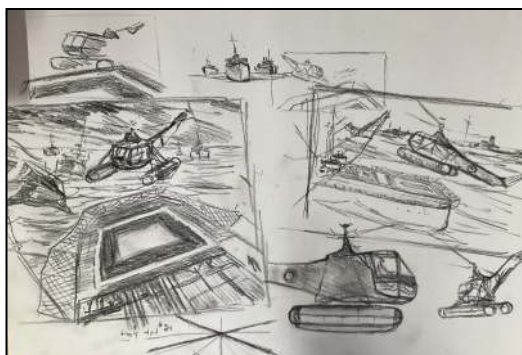
- ☐ CG Active   ☐ CG Retired  
☐ CG Reserve   ☐ Former CG(not ret)  
☐ CG Auxiliary   ☐ Other Supporter  
 .....  
☐ CG Aviator (Data if known: ) ☐  
 Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_  
 Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_  
 .....  
☐ CG Aircrew   ☐ CG Flight Surgeon  
☐ Exchange Pilot  
 Service \_\_\_\_\_ Country \_\_\_\_\_  
 CG dates served: \_\_\_\_\_ to \_\_\_\_\_  
 .....  
☐ Other: \_\_\_\_\_  
 .....  
☐ Please send me how-to-help info!

#### MAIL TO:

**The CG Aviation Association**  
**P.O. Box 10737,**  
**Alexandria, VA 22310**



#### **CRUMLEY's CORNER From 17**



The one artistic liberty he did take was in the lighting. Said Daley, "He took off at 1600, landing at 1630 so daylight would have been fading. I thought that might make for a less clear painting and so adjusted the time of day a mite!!"

Oddly enough, on the day he sent me an image of the finished painting, I got an email from Stew Graham, Jr. I was

able to tell him about the work and share it with him. To say he was thrilled would be an understatement. It's moments like this that make the work done by the Historian's Office so very worthwhile.

Mr. Daley has kindly given us permission to post the painting on our website. The CGAA may use it on their website as well. And Stew Graham's historic flight will be seen by a whole new audience! That's another win-win for the Coast Guard!

Semper Paratus!



Michael Daley's 'Graham Aboard Dagestan.'

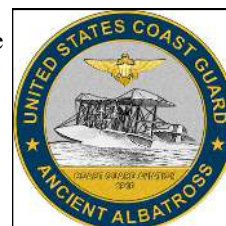
#### **ANCIENT AL #26 FROM 4**

with friends, and just relax and decompress. Basically, were gonna delay the decision as long as we can.

It's been the highlight of my career to serve as your Ancient One and be a part of our amazing CG Aviation family. I thought few rivaled my pride in CG Aviation until a recently retired member (whose name I didn't get permission to share) sent me this picture of his back art. Wow! Now that's another level of pride and commitment; but it really shows how deep our shared experiences in CG Aviation go into one's soul.

Thanks again, it's been an honor and pleasure ... Best wishes and blessings! Semper Paratus!

RADM Mel Bouboulis  
 Av 2915, AA #26  
 "Air Lord"? ... have fun with it!



The Ancient Order of The Pterodactyl  
6360 Dant Drive  
Owings, MD 20736-4233



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PERMIT # 1338



### Sikorsky's 5,000<sup>th</sup> Hawk Delivery By Ptero Lacey Coleman, P-4997

On 20 January, Sikorsky delivered our 5,000th "Hawk" variant helicopter, an Army UH-60M Black Hawk, to the 1st of the 135th Assault helicopter Battalion of the 35th Combat Aviation Brigade in Missouri. The Hawk family of helos is one of Sikorsky's greatest achievements. 2023 is a momentous year as Sikorsky celebrates its 100th anniversary. This 5,000th delivery ceremony was the first celebratory event in Sikorsky's centennial year. The Sikorsky team hosted numerous US government and international customers for the event, including the USCG. We were proud to host CO Ptero CAPT Rob Potter, Aviator 3602, and a crew from AirSta Cape Cod, CO CAPT Tad Wilson, Aviator 3468, from ALC, and CDR Ed Aponte, Aviator 3713, from CG-41.



Now this is a proud and dedicated Ptero, if you ever saw one!  
See story in ANCIENT AL on P. 23.

MAIL Pg. 15



On 29 November, Pteros Mike Emerson (L), Aviator 2799, Gary Gamble, Aviator 1826, and Jack McGrath, P-2666, dropped in to present Ptero 'Bear' Moseley, Aviator 743, his personal CGAA Hall of Honor plaque at his home in Florida.