



PTEROGRAM



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

Sitrep 1-26 Spring 2026

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

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AST2 Tyler Jaggers Perishes During SAR Hoist



The entire Coast Guard Aviation community mourns the tragic loss of Air Station Astoria's AST2 Tyler Jaggers, RS-1087, on 5 March. Tyler was mortally injured while being lowered from an MH-60 on 27 February to retrieve a stroke victim from a bulk carrier on a SAR case when the hoist cable parted and he fell to the deck.

In a joint statement, the Commandant, ADM Kevin Lundy, and the Master Chier Petty Officer of the CG., Phillip Waldron said, in part, "Yesterday, we recognized the remarkable courage of Aviation Survival Technician (AST) Tyler Jaggers. For his heroic actions during a rescue mission on February 27, he was meritoriously advanced to AST2 while assigned to an aircrew from Air Station Astoria, Oregon. AST2 Jaggers demonstrated extraordinary heroism in the face of extreme danger. Today, in a ceremony with his fami-

ly, the Deputy MCPOCG and I awarded him the Distinguished Flying Cross, one of our Nation's highest awards for heroism in aerial flight. This award and advancement are a testament to his selfless actions and his unwavering devotion to our highest calling: to save others. AST2 Jaggers represents the very best of our Service and the Aviation Rescue Swimmer community.

His family has our unwavering support, and we continue to honor their privacy during this very difficult time. Please join me in keeping AST2 Jaggers and his family in your thoughts and prayers. His courage inspires us all. Semper Paratus!

May he rest in peace.



AST2 Scott Ruskan Receives Legion of Merit at President Trump's State of the Union Address

On 24 February, at the 2026 State of the Union Address in Washington, D.C., Air Station Corpus Christi's Ptero AST2 Scott Ruskan (RS-1096), who is credited with saving more than 100 people during the 2025 Texas floods, was honored with a Legion of Merit by President Donald Trump. President Trump singled Ruskan out in the gallery and raved about his heroics.

SEE Legion of Merit on P. 3

(Scott is our modern-day Victor Roulund. See related stories on P. 3 of Pterogram 3-25 and P. 11 of Pterogram 3-20...Ed)



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 2026, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

MOVING??? Please let us know. Send email to: Zach.Wiest@aoptero.org & sardawg@sardawg.org.

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Ancient Albatross

RADM Carola List-ex officio

Enlisted Ancient Albatross

MCPO Michael Ethridge

-ex officio



A Message from 2551 (CGAA/AOP President):

Greetings, Fellow Pteros!! This issue is going to press in the immediate wake of tragedy. It is with deep sorrow that we acknowledge the tragic loss of AST3 Tyler Jaggers, RS-1087, who gave his life in service during a medevac mission a short while ago. His courage, commitment, and willingness to answer the call in a moment of urgent need reflect the very best of Coast Guard aviation and the rescue swimmer community. On behalf of the Coast Guard Aviation Association, I extend our heartfelt condolences to Tyler's family and loved ones. I also hold in my prayers the crew of Coast Guard Air Station Astoria, who continue to serve with professionalism and strength in the face of profound loss. May we all honor Tyler's memory by carrying forward the dedication, selflessness, and devotion to duty that defined his service. He won't be forgotten.

As we move into the 49th year of our Coast Guard Aviation Association, I'm reminded again that our strength lies not in the aircraft we flew or the missions we accomplished, but in the enduring bonds we built in our shared service, bonds which remain alive today, whether our service was recent or long ago...or somewhere in between. Coast Guard aviators today are building similar bonds forged in camaraderie and professionalism, and continuing a tradition of aviation excellence. The CGAA continues to recognize excellence among the ranks of those currently serving, and I'm very much looking forward to the opportunity that the Roost provides to present awards that showcase that excellence.

One of the highlights on our horizon is the upcoming Ancient Albatross Change of Watch. This will be the 28th transfer of the Ptero garb; a tradition that connects generations of aviators, celebrating those who have carried the mantle of leadership and experience before passing it on to the next most senior CG aviator on active duty. The ceremony is more than symbolic; it's a living reminder of the continuity of service, the evolution of our aviation capabilities, and the steady professionalism that defines our community. **SEE PREZ REPORT on 6**

Taps

CORRECTION: Donald F. Potter, 1247, passed away on 8/29/25, not Donald F. Potter, Jr., 2646. Our apologies.

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

Joseph F. Connolly, P-2927, / /

Gregory Breithaupt, 2178, 11/25/24

LaDonna Blair (spouse of Ptero Patrick L. Blair, 1963), 9/14/25

Patrick L. Blair, 1963, 9/23/25

Kathy Allard (spouse of Ptero Tom Allard, 1741), 11/30/25

Edward M. Goodwin, 1342, 1/7/26

Cliff Vogelsberg, 1510, 1/10/26

Gerald T. Huser, 1784, 1/11/26

James Foels, 915, 1/13/26

Lawrence Seward, P-2954, 9/29/25

Terrence Stagg, 1562, 9/15/25

Marian (Muffy) Hartman (spouse of Ptero Melvin Hartman, 771), 10/16/25

Sandiford S. 'Sandie' Bee, 702, 12/1/25

David I. Nelson, 996, 1/19/26

Lennart Lundh, P-2617A, 2/1/26

Ralph D. Sanford, 930, 2/5/26

Robert C. Belote, 1539, 2/17/26

Brian K. Moore, 2865, 2/20/26

Brendan Kelly, 3343, 7/7/25

AST2 Tyler Jaggers, RS-1087, 3/5/26

New CGAA Members Since 11/1/25. Welcome Aboard!

Andrew Bacon	Life-Regular	4370	Harold M. (Mark) Belt	Life-Regular	RS-310
James Boguslawski	Life-Regular	P-6593	Michael Bunker	Life in 5	P-6607
Michael J. (Mike) Cagle	Life-Regular	3706B	Andrew Campbell	Life-Regular	4995
William Cory	Life-Regular	P-6589	Michael Darrah	Life-Regular	3823
Jeffrey Davis	Life-Regular	4856	See New Members on P. 14		

PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel. Reproduction of Pterogram for further distribution is authorized & encouraged.

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CITATION TO ACCOMPANY THE AWARD OF

THE LEGION OF MERIT

TO

SCOTT C. RUSKAN
AVIATION SURVIVAL TECHNICIAN SECOND CLASS
UNITED STATES COAST GUARD

Petty Officer RUSKAN is cited for outstanding meritorious service and extraordinary heroism while participating in aerial flight as the Rescue Swimmer aboard Coast Guard MH-65E helicopter 6553. On 04 July 2025, Camp Mystic in Kerrville, Texas was devastated by a catastrophic flash flood as the Guadalupe River rose an astonishing 26 feet in just 45 minutes, sweeping away cabins and stranding over 200 campers. After being strategically inserted and voluntarily remaining on the ground in a high-risk environment, he became the sole first responder and de facto on-scene commander at the chaotic Camp Mystic evacuation landing zone. Confronted with crippled communications and hazardous, unstable terrain, Petty Officer RUSKAN established and managed a multi-agency evacuation hub. His superior situational awareness and organizational acumen were instrumental in coordinating the complex operations of a dozen rotary-wing aircraft from the Department of War, federal, and state partners across two separate landing zones. He expertly triaged survivors, provided crucial intelligence to aircrews, and personally guided groups of disoriented and frightened children and counselors through treacherous floodplains to safety. Through his extraordinary initiative and composure under extreme pressure, he transformed a dangerous, disorganized scene into a successful evacuation, directly leading to the rescue of 169 people. Petty Officer RUSKAN's performance of duty was an act of sustained, strategic leadership that brought order to chaos and was the decisive factor in the operation's success. His ability, diligence, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.



THE UNITED STATES OF AMERICA

THIS IS TO CERTIFY THAT
THE PRESIDENT OF THE UNITED STATES OF AMERICA
HAS AWARDED THE

LEGION OF MERIT

TO
SCOTT C. RUSKAN
AVIATION SURVIVAL TECHNICIAN SECOND CLASS
UNITED STATES COAST GUARD
FOR

EXCEPTIONALLY MERITORIOUS CONDUCT
IN THE PERFORMANCE OF OUTSTANDING SERVICES
EXTRAORDINARY HEROISM IN AERIAL FLIGHT ON JULY 4, 2025



GIVEN THIS 24th DAY OF FEBRUARY 2026



A stylized signature of Donald J. Trump.
Donald J. Trump
President, United States of America

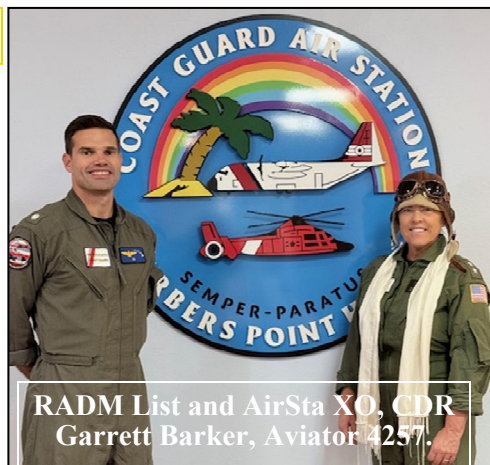
Ancient Al #28 Letter to Pteros



Greetings fellow Pteros!

Since this issue of the Pterogram covers January, I thought it would be appropriate to focus a bit on Coast Guard Aviator #1. Ptero

CAPT Jeff Graham (Aviator 3601), and his CG-711 team once again hosted a fantastic celebration at CGHQ for Elmer "Archie" Fowler Stone's 139th birthday, and I had the opportunity to speak at the event – virtually from the AirSta Barbers Point Hideaway Club. Special thanks to CAPT Mo Murphy (Aviator 3645), the CO, and his crew for joining me at 0600 so we could take a moment to honor CG Aviator #1 and our aviation legacy.



RADM List and AirSta XO, CDR
Garrett Barker, Aviator 4257

their tales but also sharing the tales of those aviators who paved the way for CG aviation. In those very early days, our predecessors flew aircraft that were rudimentary by today's standards. Imagine flying a Grumman "Duck" or a Hall "Flying Lifeboat" in the face of a

storm, with little more than a magnetic compass and your own instincts to guide you. There were no glass cockpits, no robust autopilot systems, no advanced GPS navigation, and certainly no sophisticated sensors that we rely on today. It was flying by the seat of your pants in the truest sense of the word. Crews relied heavily on visual navigation, paper charts, basic

radar, and voice radio calls. Search and rescue often meant flying grid patterns over open water, trusting experience, instinct, and teamwork to find someone in trouble. Fast forward to today, Coast Guard aviation has been transformed by technology. Modern aircraft like the MH-60 Jayhawk and HC-130J are equipped with GPS navigation, digital moving maps, advanced weather radar, and satellite communications and more. The difference is that today's Coast Guard aviators are better equipped than ever to find the lost, reach the distressed, and bring people home safely - no matter the conditions. While technology has dramatically improved our capabilities, the mission remains unchanged - to save lives.

Coast Guard aviation has come a long way since Elmer Stone pushed to develop a Coast Guard aviation program and lay the foundation for the development of shipboard operations which would become the defining feature of naval aviation. Stone's contributions helped establish critical cross-branch cooperation, emphasizing the importance of adaptability and versatility in aviation - a legacy that continues to this day.

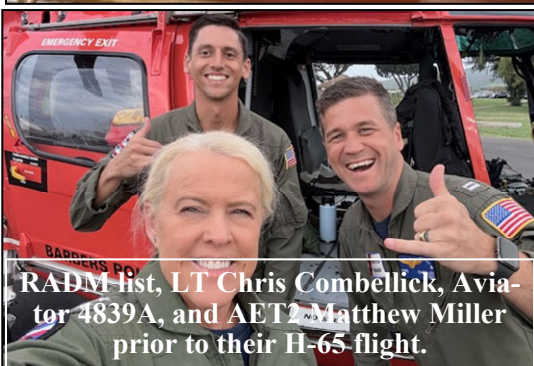
This legacy has made Coast Guard aviation special because our culture blends military professionalism with humanitarian purpose, creating a flying community unlike any other service. First, the mission is immediate and personal. Coast Guard aviators don't train for a

future fight alone - they launch every day to save lives right now. When the alarm goes off, the person you're searching for is already in danger, and the outcome often depends on the crew's skill and judgment in the next few hours. That reality fosters a culture of urgency, humility, and accountability. Second, CG aviation is deeply crew-centric. Success is never about the individual pilot; it's about the aircraft commander, copilot, flight mechanic, sensor operators, and rescue swimmer operating as one team. That shared responsibility creates strong bonds and a culture where professionalism and mutual respect are non-negotiable. Third, CG aviators are generalists by necessity. On any given day, the same crew may conduct search and rescue, law enforcement, medical evacuation, and environmental response - often in the same sortie. This demands adaptability and decision-making under pressure, and it creates a culture that values judgment and versatility over specialization. Finally, CG aviation maintains a rare balance of operational intensity and approachability. Crews operate at high risk in unforgiving environments yet remain closely connected to the public they serve. Survivors shake your hand, families remember your names, and the impact of each mission is tangible. That direct connection reinforces a quiet pride and a service-before-self mindset that defines the community.

Coast Guard aviation has taught me the true meaning of camaraderie and the importance of relying on your crew. It also highlighted a spirit that has been a hallmark of Coast Guard aviation since the beginning, the ingenuity to make do with the resources at hand. Whether it's an on-scene deviation from the flight plan or a make-shift repair, our community has always found a way to get the job done. While the airframes and the avionics have undergone a technological revolution, the fundamental mission of CG aviation has remained constant. We are here to save lives, defend our shores, and protect the environment. That is the sacred trust that binds every Coast Guard aviator, from the pioneers of the past to the new generation of pilots and aircrew.

To those still in the cockpit executing the mission: fly the aircraft first, trust your training, and never stop learning. Technology will change, platforms will come and go, but sound judgment, discipline, and integrity never go out of style. Take care of your crew - they are your greatest strength, and remember that every launch carries responsibility to those on the ground and those beside you. Stay humble in success, calm in adversity, and always honor the privilege of wearing wings earned through sacrifice.

Semper Paratus!
RADM Carola (CJ) List
Aviator # 3198



RADM List, LT Chris Combellick, Aviator 4839A, and AET2 Matthew Miller prior to their H-65 flight.



AirSta Barbers Point memorial to lost crewmembers.

I remember, as a brand new aviator listening with awe to the stories of the seasoned pilots and those long retired (probably many of you) – telling not only

Enlisted Ancient Al #17 Report to Pteros



Good day, fellow Pteros. It's been an interesting few months since the last article (my way of saying "navigating shutdowns, holidays, and lapses in funding for certain

departments"). I hope everyone had a great Thanksgiving, Christmas, and that 2026 took off in a smooth way. In November, we held our annual aviation Leading Chief Petty Officer training summit at the ALC in Elizabeth City, NC. This annual training is put together by the aviation Rating Force Master Chiefs and sponsored by CG-AIR (formerly CG-41). We had representation from nearly every aviation unit. I was able to discuss the Enlisted Ancient Albatross program with them and the history and significance of the garb and Pterodactyl egg.



there in November to meet with AMT Class 216-26. It's inspiring to see the eagerness to get back to their units and start doing the work that they were trained to do, even after three months of rigorous resident training.

You know, we have some amazing people in our service, even those that aren't in an aviation rating. BMC James Pinto is one of them.

He went above and beyond what a normal supervisor would, to make sure that one of the non-rates assigned to Station Sand Key, FL got his prior-service aviation training and experience recognized. Through his patience and dedication to this young member, I was able to work with ATTC to get the member's requirement to attend

AMT "A" School waived. It was an honor to be able to pin on now AMT3 Jaison Allen's 3rd Class collar device. Thank you BMC Pinto and best wishes to AMT3 Allen in his CG career!

I am looking forward to attending the Ptero Roost this April in Houston. It'll be good to catch up with those I know and get to know the ones I don't. I was hoping to show off the reason I joined the Coast Guard and NOT the PGA Tour at the golf outing, but I'm gonna enjoy a relaxing boat ride with my wife instead! I'll end with that. Y'all take care until next time and stay Semper Paratus!

Ptero AMTCM Michael Ethridge



A huge highlight is being able to talk with the newest members of the enlisted aviation fleet. I try to get down to the Aviation Technical Training Center in Elizabeth City, NC in person to talk with the classes. I was honored to be



National Naval Aviation Museum 2026 Hall of Honor Ceremony Scheduled

The 2026 Hall of Honor ceremony honoring Ptero VADM John P. Currier, Aviator 1877, will be conducted on the evening of Thursday 21 May at the NNAM in Pensacola, FL.



CGA Aviation Club Flight Team Wins Inter-collegiate Competition

By Ptero Past Prez Mike Emerson, Aviator 2799



three flying coaches, Pteros Greg Case, P-5872, Chris Lutat, Aviator 2686, and Dan Burbank, Aviator 2672, put together a seven member (1 first class and 6 second and third class cadets) team to build proficiency at Groton airport and won the Flight trophy, beating host and perennial champion Bridgewater State University (20 member) team and, more importantly, the Army (17 member) team!

The new Aviation Club Advisor and Head Flight Team Coach, Pteros LCDR Erin Warwick, Aviator 4646, and Phil Volk, Aviator



1644, will be preparing the team in January for the annual Service Academy Flight Team Competition at West Point in late March 2026.

Funding the team receives is invested to make these talented cadets proficient, safe, and frequently victorious!



For the first time in nine years, the Aviation Club Flight Team competed in the National Intercollegiate Flying Assoc (NIFA.aero) Regional Competition at New Bedford Regional Airport in October. The



PREZ Report FROM 2

I encourage you to attend if you can, and be part of this meaningful transfer of responsibility and heritage.

We continue our efforts to preserve and promote the history of CG aviation, and one exciting current project is the proposed transfer of HH-52A CGNR 1355 from the National Naval Aviation Museum in Pensacola, FL to the Columbia River Maritime Museum in Astoria, OR. Preserving aircraft for static display provides the opportunity to tell the story of Coast Guard aviation to future generations. The H-52 was the Coast Guard's first turbine-powered aircraft and first amphibious helicopter, ...and the first aircraft type assigned to CGAS Astoria. This will be the most recent in indoor, protected displays of H-52s: Pteros Bob Johanson, Aviator 869, George Krietemeyer, Aviator 913, and Tom King, Aviator 1775, led the CGAA effort to place an H-52 on permanent suspended display in the Smithsonian's Udvar Hazy Center in 2016. (see the photo above of that aircraft and a much younger me).

LCDR (ret) Mark Haines, Aviator 3839B, AD1 (ret) Warren Ligon and Pteros Ancient Albatross RADM Gary Blore, Aviator 1850, and our own Tony Hahn, Aviator 3158, restored an H-52 for display in the Museum of Flight in Seattle in 2011. The H-52 had a long and storied career,

and saved countless lives. Placing this aircraft in a maritime museum setting, where the public can see it up close, ensures that the legacy of the crews who flew and maintained it won't be forgotten, and helps to illustrate the vital role of CG aviation in our maritime environment.

Another notable initiative is the campaign being led by George Krietemeyer to raise funds for pavers at the Aviation Hall of Honor section of the National Coast Guard Museum. George's dedication reflects our passion for honoring those who have contributed so much to the Coast Guard aviation legacy. See George's write-up in this edition, and consider how you might contribute, whether through direct support, or simply spreading the word. This museum will tell the Coast Guard story...and aviation is a critical part of that story.

As of this writing, the Coast Guard (and much of DHS) continue to work in service to our nation, despite a partial government shutdown. It's my sincere hope that the leadership of our nation will soon be able to reach a resolution to the impasse. One of the consequences has been a delay of the Ancient Albatross Change of Watch. However, the latest rescheduled date for this Change of Watch is 30 March, and when we gather for the next Roost you'll be able to offer congratulations in person to Pteros RADM Joe Buzzella (#29), Aviator 3293, and RADM Carola List (#28), Aviator 3198.

Speaking of Roosts, I sincerely hope to see many of you at the 2026 Roost in Houston. From April 28 through May 2, we'll be at the [South Shore Harbor Resort and Conference Center](#) in Houston, TX. Registration is easily accessible from the [2026 Roost website](#). Gatherings like this are the lifeblood of our association. They provide an opportunity to reconnect with old friends, welcome new members, share sea stories (which only improve with time), and strengthen the fellowship that makes the CGAA so special. Whether you wore wings decades ago or recently joined the ranks, your presence matters. The camaraderie we enjoy today is built on the shared experiences of yesterday and the mutual support and friendship we offer one another now.

Finally, we'll celebrate our 50th year in 2027, and I look forward to that special celebration. I remain deeply grateful for your continued engagement, your stewardship of our heritage, and your commitment to those who currently stand the watch. Together, we preserve the past, support the present, and inspire the future of Coast Guard aviation. Thank you for all you do for our Association and for each other. I look forward to seeing you soon.

Peter, 503.468.9898



Elmer Stone's Birthday Celebrated

On 22 January, many units around the Coast Guard, including CGHQ, celebrated the 139th birthday of 1/Lt Elmer F. Stone, CG Aviator #1. The partial Government shutdown that affected the Coast Guard precluded publication here of reports on those celebrations. A poster on P. 7 commemorating Elmer was created by the Coast Guard Office of Aviation Forces and the Historian's office and provided by Ptero Beth Crumley, P-1916, Assistant Historian, CG Office of External Outreach, CG-09231, CGHQ.



22 January 1887-20 May 1936



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Tax Season And The Power Of Your CGAA Support: New Tax Laws May Impact Charitable Giving

By Ptero Dr. Art French, P-2592

In 2025, CGAA members donated approximately \$14,500 to the organization to help accomplish the mission of fostering and encouraging interest in and support of Coast Guard aviation. Your member financial support has a tangible impact, helping to fund CGAA programs such as:

- The preservation of Coast Guard aviation history
- Support for aviation active duty members and families in time of need
- Scholarship Awards for active duty to attend the annual Roost
- Financial assistance for air station sponsored events
- Coast Guard aviation memorials' upkeep
- The Ancient Albatross and Enlisted Ancient Albatross Changes of Watch Coast Guard Academy Flying Club
- The CGAA Wing Project
- CGAA Life memberships for active duty

LEVERAGE YOUR CGAA SUPPORT FROM RECENT CHANGES TO TAX LAWS

Recent changes to tax laws introduced in 2026 might affect the way you can contribute to CGAA. Ever since the Tax Cuts and Jobs Act increased the standard

deduction in 2017, only about 10% of households have itemized deductions, making them ineligible for charitable-giving tax deductions. Starting in the 2026 tax year, however, there will be a reinstated deduction that allows those not using itemized deductions to instead deduct cash donations made to a qualified charity (CGAA). Single filers will be able to deduct up to \$1,000 of contributions, and married couples filing jointly can deduct up to \$2,000. The new legislation caps the tax benefits of itemized charitable deductions at 35%, even for those in the 37% marginal tax bracket. Also starting in 2026, those using itemized deductions who make charitable contributions will only be able to claim a tax deduction to the extent that it exceeds 0.5% of their adjusted gross income (AGI).

THE BENEFITS OF A QCD

A qualified charitable distribution (QCD) is a direct transfer of funds from the custodian of an individual retirement account to a qualified charity. There are two benefits to this: A QCD can count as one's annual required minimum distribution; and it is excluded from taxable income. The new 0.5% AGI threshold for itemizing slightly increases the tax efficiency of giving through a QCD. As an above-the-line deduction, the QCD is not subject to the 0.5% AGI floor, so 100% of your QCD gift will reduce your income for tax purposes. To qualify for a QCD, you must be at least age 70½ and, since the amount is not taxed, you can't also claim the QCD as a charitable tax deduction.

ALTERNATIVE DONATION OPTIONS

Starting in 2026, donors can consolidate several years' worth of planned donations into one year in order to clear the new 0.5% AGI floor. Donors can still avoid capital gains taxes by gifting appreciated stocks and other assets that they have held for longer than a year.

SEEK OUT A PROFESSIONAL The Coast Guard Aviation Association is a 501 (c)(19) nonprofit organization, which houses the Membership and Development Committees' activities related to supporting Coast Guard aviation. Contributions to the Association may be tax-deductible, depending on your individual circumstances and IRS guidelines.

With the passage of new legislation, there are many unknowns. Given the significant changes to 2025 tax laws and the IRS' reduced manpower and budget, official guidance for these 2026 provisions may not be issued until it is nearly time to file 2026 tax returns. As always, you should consult a professional to ensure you're maximizing the benefits of supporting the CGAA.

This is a summary of an article by Lila Quintiliani, ChFC®, AFC®, MOAA's program director for financial and benefits education/counseling published in the *MOAA Military Officer* November, 2025. Questions on how to donate to CGAA? Email CGAA Assistant Treasurer Art French at

Arthur.French@aoptero.org.



49th CGAA Roost Almost Here!

Texas from 28 April - 1 May 2026 at the South

Shore Harbour Resort.

The Roost will include all our traditional events and some great excursions to Johnson Space Center, Kemah Board Walk, and Clear Lake/Galveston Bay Lunch Cruise.

We also will Honor the memory and legacy of CAPT Frank Erickson, USCG Helicopter Pilot #1 at a wreath laying ceremony at Galveston County Memorial Cemetery.

New for 2026 will be our first-ever stand alone Career Transition and Job Fair day.

The Roost will conclude on Friday at a fantastic Fly-in/BBQ at Air Station Houston. The latest information can be found on the CGAA Website at <https://aoptero.org/2026>

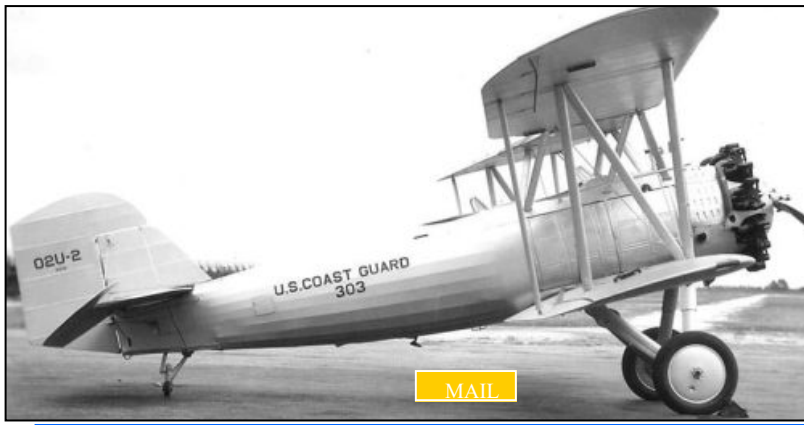


Our 49th Ptero Roost honoring the CO, Ptero CAPT Anthony Guido, Aviator 3989, and the men and women of Air Station Houston, is right around the bend. The Roost Committee has put together a spectacular week for us in Clear Lake,

[-roost/](#) or in ALPTERO 251209 from 9 December.

Looking forward to seeing everyone in Houston! Please contract the Roost Operations Center if you have any questions - tony.hahn@aoptero.org or 703.220.6582





Mail Call! This issue's mail is brought to you by a Vought O2U-2/3 "Corsair" (1934). The Coast Guard obtained six Chance-Vought O2U-2 Corsairs from the Navy Department's inventory; three in 1934 and three more in 1935. They were modified at Eastern Air Service, Miami. The overhaul included removal of tail hooks, installation of dual controls for the aft cockpit, installation of Coast Guard radios, and engine overhauls. They were numbered V117 through V122 and stayed in service through 1937 with one surviving through January 1940. Several of these Corsairs were stationed with the Coast Guard Air Detachments that patrolled the U.S.-Mexican border in an effort to suppress the smuggling of illegal alcoholic beverages. The aircraft were armed with machine guns.

Pterogram Content Suggestion

I've been a contributor of "air stories" to a few pubs, including Pterogram. I know hundreds of others (pilots and crews) have stories much better than mine. I suggest an incentive for others to contribute. Include a column in each edition which might feature each aircraft singularly. A naming contest might be a first effort to the column's establishment. (Any suggestions? Ed) This idea came to me when reading my short submission on pre flying the 'Goat' in the last edition. I suggest an article of about 250 words. See a sample below:

The day an HU-16E became a sailplane took place off the leeward shore of Maui, circa 1966-67. Skies were clear; a lovely day for flying. Ordinary tradewinds this day shifted to an easterly direction. The famous mountain, Haleakala (10,100 feet), stood as a ship's bow splitting the stream. Their streams rejoined the mountain's lee off the island's south-western shore.

We, in our trusty 'Goat,' were nearly finished with a lengthy mission when called on to escort a Marine helo offshore. Our aircraft was low on fuel, but not a problem for a quick mission right away. The helo? It was on its way; please wait. We waited. And waited.

I spotted an unusual swirling pattern on the sea's surface. The confluence. Curious, I flew over the disturbed area. Entering above, our rate of climb suddenly surged upwards to above 2000 feet-per-minute. A number never before likely seen on this plane's guages. I flew around for a few minutes in this rising column, and with fuel economy in mind, toggled both engines back to zero thrust (1600 RPM and 16" MAP). The plane continued to climb. When we reached about 6000 feet still climbing, I dove down to 2000 feet, repeating the ascent. Again, and again.

The 'Goat' proved itself to be an excellent sailplane soaring for the next hour—using virtually no gas—before the arrival of the Marine helo. Thus was another Coast Guard mission completed thanks to a soaring 32,000-pound 'Goat.'

This event occurred "BS" (Before Standardization). I was the Aircraft Commander, very junior in the CG but after ten years in the Navy as PIC, single engine, and AC multi-engine. This period was the end of about 35 years (of CG multi-engine ops) where the left-seater called the shots. Mobile was just beginning to gear up and, a couple years later, I would be there as a 'Goat' stan pilot and instructor. I was shocked the day I began my CG flying career in 1965 when I had to start a notebook—and a good memory—on what each AC required in procedures during "HIS" flight. The Navy, too, had this fault but rem-

edied it a few years earlier with NATOPS and fleet readiness squadrons, like what the CG ended up doing in Mobile. "AS" (After Standardization) might not be as fun for the Aircraft Commander, but contributes to a much more comfortable (professional) flight deck—and aft, too, with the crew.

Here's another one: I was right seat in a C-130 landing at Green Island, Kure Atoll. Runway was coral, about 4000 feet. And lots of Gooney birds practicing their landings nearby. On final, just before the flare, I saw a Gooney soar up towards the #4 engine. I instantly pulled the #4 condition lever. Neither the flight engineer nor the pilot noticed my sleight of hand. The pilot continued with the landing (good one) at which time I announced at touchdown that he had only numbers two and three for reverse (with my hand blocking #1). It was the calmest cockpit I'd ever been in during an emergency. The pilot, and maybe the FE still didn't know the reason for my announcement or know the #4 caged. After parking, the crew got out the ladder, while we pilots went in the Loran station for a cuppa, and shortly they reported back. The bird was apparently cut in half with the prop, and the inlet guide vanes stopped the turkey-sized bird parts. The fish-filled guts not so. No damage. Start-up procedures were, first #3 then #4. Next on the check list came "air-conditioning and pressurization." And then came the most godawfully smell throughout the entire aircraft. A lasting memory and another sea-tale only a Coastie can relate.

And another: I had a generator fail in the T-28. Didn't know it. It was a very quiet Saturday morning. No flights scheduled out of Whiting that day. Perfect weather and no one else flying. I was using all these good things just to log some time. I was teaching at academic training at the time and getting little flight time. North tower asked me to check out the radio beacon. So, I did. Shortly after I heard the sound of a siren. Loud. No cops following??? Then I heard and felt a clunk and the siren stopped. Shortly after, the radio beacon I was checking quit. I called the tower. They didn't answer. Then other stuff stopped working plus my instruments. Good clue. The Gen warning light was on the panel behind my right knee. When I finally moved my knee over, I did see the light. Landed. I loved the T-28. I have somewhere around a thousand hours in it. I flew them when they were brand new in the Navy.

I did have another generator (alternator) failure. This time it wasn't so good. It was a night, CCA carrier landing in the Gulf of Tonkin, on final on instruments and a very dark night. I was flying an E-1B (two R-1820s). This plane was equipped with two, one KW alternators mounted near the firewall behind each engine and driven by a constant speed drive from the engine accessory section. The driveshaft rotated at 18,000 rpm. A universal joint was at each end. They failed sometimes. There was a prominent yellow ALT Out light in the cockpit for each alternator and handles overhead to disconnect the shaft from the engine drive. A broken universal joint at the engine end posed no problem. But a loose shaft connected to the engine and disconnected at the alternator end, rotating at 18,000 rpm, passing through the accessory section, was. My copilot pulled the disconnect almost instantly, but the damage started. The wildly swiveling shaft's free end clipped and damaged fuel, oil, and hydraulic lines, but fortunately none were penetrated—yet. After landing, I pulled the mixture control to shut down that engine. The lever would not move. Bent control rods. I had to shut down with the mag switch.

T-56 and T-58 engines were dreams. Just a broken line dumping all my hydraulic fluid from an HH-52 transmission. Longest flight I ever flew. Felt like. Zero oil pressure in the tranny.

This knowledge of the past is important so, someday in the future, backsliding in some form doesn't occur. This is easy to happen—'do this a faster or easier way.' I'm hoping many more Pteros will come forth with exciting and soul-inspiring tales. Ptero Tom Beard, Aviator 1104

Ptero-authored Book for Sale on Amazon



Guardians of the Graveyard of the Atlantic

The 235-Year History of the
USCG in North Carolina



by
Captain George E. Krietemeyer,
USCG (Ret.)



This 200-page action-packed book describes the 235-year history of the CG in North Carolina. The Revenue Cutter *Decisive*, one of Alexander Hamilton's first ten cutters, was built and operated from North Carolina. The book lists and provides thumb nail descriptions of dozens of Revenue Cutters and CG cutters that followed in her wake. The many Life Saving Stations along the NC coast are listed and described along with the extraordinary rescues performed by the men manning the stations. Dozens of Gold Life Saving Medals were awarded to the heroic crews who "went out but did not have to come back". Their brave actions are detailed along with the activities of the Life Saving personnel who helped the Wright Brothers get their aircraft airborne and begin the age of aviation. No book on North Carolina would be complete without pictures and descriptions of over thirty lighthouses built along the coast to help mariners guide their vessels through treacherous waters.

The 1915 establishment of the CG adds more excitement to the story and WW II brings German submarines close to the Outer Banks. Dozens of merchant vessels are sunk

but the CGC ICARUS (WPC-110) gets to sink a sub near the coast and rescue most of the German crew members. Aircraft from the new CG Air Station at Elizabeth City are involved in many heroic rescues and when they finally get some aircraft equipped to drop depth charges they join the fight. After the war the Air Station grows, and a new Aircraft Overhaul complex is established aboard the facility. Many other additions like ATTC, Atlantic Strike Team/National Strike Force Coordination Center, Aircraft Projects Acquisition Center and Base facilities continue the growth.

The book continues to describe many extraordinary rescues performed by aircrews from AirSta Elizabeth City. Other chapters deal with the growth and accomplishments of Sector North Carolina, and the histories of dozens of CG Cutters and surface craft tell the story of the exciting and important work being done by the over 5,000 CG men and women of these commands. The newest command, The Special Missions Training Center, is completely described. Many of their graduates have been involved in exciting activities in the past few months as the Drug War heats up.

This is a must read for all CG folks-active and retired. The book is available at AMA-

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ZON Books for \$24.95. and available in the CGAA Store for only \$20. I have donated books to CGAA for them to sell. Hopefully it will be sold in CG Exchanges soon. Any profits from the endeavor will be donated to the Coast Guard Museum in New London, CT and the CGAA.

Pterogram Sighting

Ptero Art Ross, Av. 1142, enjoyed reading his Pterogram on Christmas eve while on vacation in Bonaire with his wife, Edda.



LT Jack Rittichier, Aviator 997, Memorial Plaque Updated and Paver Project Completed

The LT Jack Rittichier Memorial Plaque (Right), honoring the most outstanding player on the Kent State University football team each year, was recently updated. It's a fitting tribute to Jack's Kent State and Coast Guard legacy. Your CGAA contributed ~\$2.5K to the project and for individual trophies. The project was spearheaded by Ptero Christian Polyak, Aviator 3805.

The CG Chief Petty Officer's Association St Louis Chapter recently completed the LT Jack Rittichier Memorial brick walkway for the Jefferson Barracks POW/MIA Museum in St. Louis. The pictures below highlight the completed work and great effort in celebration and honor of LT Jack Rittichier. Your CGAA contributed \$1.2K to the project. (See related story in Pterogram 3-25 on P. 21...Ed)



Presentation with military appreciation by Jr. High School class.



The Venerable Wright-Cyclone R-1820 Engine By Ptero Tom Beard, Aviator 1104

This is about the good old 1820. Combining individual engine hours, single and twin aircraft, I have over 10,000 hours pushing 1820 throttles. Though all training led to what to do when it fails, suddenly, in all that time not one engine failed suddenly as we planned or prepared for. A few died, but a slow death. These "failures" altered emergency procedures we practiced and anticipated to something we had to make up at the time.

There was one when flying a T-28 out of North Whiting, at 14,500 feet northeast of Brewton when teaching an instrument training flight. The 1820's oil pressure went to zero and the oil temperature

pegged. I took over from the student under the bag and wheeled around to the south. The sump light illuminated shortly, as anticipated. Brewton, nearby, was a good choice for a landing, but I was still above 14,000 feet. Maybe Whiting at about 26 miles might be made? I set the engine at 2000 rpm and 20 inches MAP. This gave me zero thrust and eased the load on the engine internals. It was determined later that the master rod bearing failed. In a sense, I converted this lovely piece of powerful machinery to a glider. This decision turned out well. I arrived over North Field at 10,000 feet, losing only about 4000 feet in the 26 miles. According to emergency procedures for an engine out approach from overhead, a 360 circling took 2,500 feet. Therefore, I had four overhead circuits before landing. Right on! After two turns about the field, I was down to 5,000 feet. Right out of the book. Then bad things started happening.

The RPM began decaying down to 700 without a change of MAP. The aircraft began shaking, and the tower and other aircraft reported my aircraft trailing smoke. And the sink rate increased substantially. This was it. The last turn around the field was from 5,000 feet overhead. Final and touchdown went well. The prop stopped. But, before it did, sounds coming from the engine sounded like a cement mixer. I continued my roll off runway 09 through the "hub" and up to the hangar door, delivering the T-28 to maintenance. Later, I was told that the entire engine interior was trash and full of aluminum gravel. All the piston skirts were gone. But, until its last moments, that good ole' 1820 struggled to get me home.



Grumman 'Goose' Memories By Ptero Art Wagner, Aviator 769

then-CDR Bob Hammond. I don't remember the name of the AD1 assigned to it. It was powered by a pair of R-985s - same as the SNB.

For many years, the CG Academy had a JRF 'Goose' on the waterfront, and senior cadets waterfront class there had a chance to fly with

Classmate Ray Womack and I were picked one day, and CDR Hammond flew us down to CGAS Brooklyn

with Ray in the CP seat on the way down, and me there on the way back. I remember that the landing gear had to be hand cranked up and down with a handle between the seats (41 1/2 turns? - the general gear design was the same as on the F3F, Widgeon). Bob was very generous with us letting whoever was in the right seat fly as long as we could keep it upright. Here's a painting of the Goose I did some years ago - not very good, but perhaps you can tell what it was.



Ptero Wagner in front of a JRF as an Academy cadet on the Academy seaplane ramp in 1956.



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.

After years of hard work, we can now report that we have coordinators in ALL locations!

Gary Gamble, at Mobile, is traveling a lot in his later retirement years and has requested a younger person to relieve him. Anyone in the Mobile area that would like to step up, it is a very exciting place to be involved in Ptero activities. Please volunteer. 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 Broderick Johnson, P-5068, at 808 225-2363 or email broderick.w.johnson@gmail.com.

CGAA CHAPTER COORDINATORS

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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. The following 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.

JIM McMAHON, SHELL OIL COMPANY (Ret): Jim served in the Coast Guard for 12 years and left as an AD1 to pursue other interests. He has been with Shell Oil Company for the last twenty years and is now an IT Solution Architect helping design Shell's new Asset Management business process using SAP (business software). Jim is also heavily involved in Shell Oil's MILNET or Military Network program. Shell wants to hire military veterans. He can be reached at: jim.mcmahon44@yahoo.com or 281-753-5221.

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

PAUL FRANCIS, CDR, USCG (Ret): Paul is our Chapter Coordinator in Salem, MA and now works for TSA in Boston. He is responsible for the inspection and regulatory oversight of air carriers, 21 federalized airports, cargo facilities, indirect air carriers, certified cargo screening facilities, flight schools, flight instructors, and general aviation outreach throughout all six New England States. He can be reached at: paul.francis@tsa.dhs.gov or 617-721-0639.

STEVE RAUSCH, CDR USCG, (Ret): Steve currently flies the Airbus 300 for FEDEX, and is our Memphis, TN Chapter Coordinator. He is available to discuss with both pilots and aircraft maintenance personnel potential airline hiring opportunities. Steve can be reached at: rauschfamily@comcast.net or 901-871-4702.

BILL PAPPAS, CWO4 USCG, (Ret): Bill was an ADCS to CWO to LT. He transitioned to the private sector and held a position with a Government Contractor then spent a couple of years as a Director at an IT consulting company. He went on to a publicly traded

company, where he was VP-IT and then Senior VP–Chief Information Officer. Bill has extensive experience hiring and mentoring personnel. He can be reached at: wpappas@me.com or 919-889-7847.

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

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

HANK SCHAEFFER, CDR USCG, (Ret): After retirement from the CG, Hank worked for FlightSafety International as an S76 Instructor. He then transferred to FlightSafety Boeing. With Boeing, he became the 737NG/Classic Maintenance Chief Instructor, and Manager, Regulatory Approvals and Standards. Hank is at globalflyer7x7@gmail.com or 541 749 0774.

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

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

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

DAN CRAMER, CDR USCG (Ret): Dan is a former Air Medical Pilot and can discuss that area of the industry for both pilots and mechanics. He can be reached at: daniel_s_cramer@yahoo.com or 510 229 0924.

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

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

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

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

TONY HAHN, CAPT, USCG, (Ret): Tony is Aviation Advisor for ConocoPhillips doing Quality and Safety Assurance for both internal and external operations. He is type rated in the Q400, DeHavilland DHC-8. VP, Development for CGAA, Houston Chapter coordinator, and Secretary of Houston Chapter of NOAA. Tony can be reached at tony.hahn@aoptero.org or 703 220 6582.

CDR PETER M. BRODA USCG (Ret): Immediately after retirement in 2011, Peter went to work as a line pilot, Site Safety Officer and Base Aviation Manager for Med Trans Corp, one of the largest helicopter EMS providers in the U.S. He can assist pilots or mechanics transition from the Coast Guard into the air medical industry. Peter can be reached at peter.broda@gmr.net or (609)342-3416.

The only job requirement is to relate your experiences as you made the transition from Coast Guard Aviation to any kind of civilian employment. If you have any questions, call or email: **Mark Benjamin at: 231-642-1201, or email: mebmd11@gmail.com**

LOCAL CHAPTER ACTIVITIES



The Traverse City chapter held an “ugly sweater” contest at their last 2025-chapter dinner. Mark Benjamin won the event. Note: Being an avid Minnesota Vikings fan, Brad Young considered the Green Bay Packers sweater he wore that evening to be “ugly”. Pictured (L to R): back row – Curt Erickson P-5458, Brad Young P-5929, Mark Benjamin 1665, and Randy Blunck (CWO4 (ELC) (Ret.)); front row – Chuck Billadeau (CWO2 (MAT) (Ret.) - a former ASM), Pam Caskie, and Greg “Santa Greg” Caskie RS-220.

Air Station Ventura News & Comments by Chapter Coordinator Pete Heins (1504) & LT Kirk Eastman, Air Station PAO/Mission Planner/AUXLO

On 28 January, an MH-60T Jayhawk helicopter (CGNR 6058) from Air Station Ventura conducted a medical evacuation from the *USNS PATUXENT*, an underway replenishment oiler operated by the Military Sealift Command. The vessel was located approximately 96 nautical miles from Air Station Ventura at the time of the request. The

aircrew executed a hoist evolution to recover a 69-year-old Military Sealift Command crewmember from the vessel. The four-person aircrew – AC Ptero LCDR Ben Wolhaupter (Aviator 4653), CP LTJG Jeremiah Kim (Aviator 5233), FM AMT3 Colin Pillsbury, and Rescue Swimmer AST2 Trevor Forman—transported the patient to Naval Medical Center San Diego for further medical care.



LTJG Jeremiah Kim makes his first operational live hoist from USNS PATUXENT to medevac a patient to the Balboa Naval Hospital. (LCDR Ben Wolhaupter USCG photo)



AMT3 Colin Pillsbury makes his first live hoist as a Qualified Flight Mechanic on his first qualified duty day. (LCDR Ben Wolhaupter USCG photo)

Space permitting, in the next Pterogram issue, Pete Heins will include some info on how to easily monitor USCG aircraft Search Patterns on a cell phone.

Pete Heins, the CG Air Station Ventura/Pterodactyl Coordinator would like to develop a list of Pterodactyl Members (Active, Reserve, Retired, CG Auxiliary) who live within an hour or two of CG Air Station Ventura who might be interested

in having an occasional lunch meeting in Ventura County. The Flight Line Restaurant at Camarillo Airport (KCMA) might be a good meeting spot. Pete has not had much luck in developing a list from the Ptero Membership list so ideally, he'd like to get Name; Home location; and e-mail/txt contact for each person in the Ventura area. Email Pete at klfjm@aol.com.



Three AirSta Ventura Aircrewmembers Receive Complimentary CGAA Life Memberships



In the fall of 2025, three AirSta Ventura Aircrewmen received a free CGAA Life membership: AMT2 Matthew Sevy, AMT2 Tanner Boggs, and AMT3 Eric Johnson. They were nominated by the AirSta XO, CDR Min Kim, Aviator 4413, for their outstanding performance.



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 ccjbwlbs@comcast.net or 508 888 7384.

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

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

MIAMI: Luncheon every 2nd Tuesday at 1200. Lester's Diner, 1393 NW 136th Ave, Sunrise, FL



TRAVERSE CITY: Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City. Monthly 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 contact Traverse City Coordinator Curt Erickson at curtis_erickson@hotmail.com or 228 235 9237.



New Members FROM 2

Chris Faires	Life-Regular	2670A
Jason Hathaway	Life-Regular	P-6579
Tim Keily	Life-Regular	4736
Travis Lemke	Active Duty	5164
Zachary Mauss	Life-Regular	4696A
Kyle Richter	Life-Regular	4374
Joseph Semke	Life-Regular	4230
David Thompson	Life-Regular	4192
Ben Wolhaupter	Life-Regular	4653

Logan Donahey	Life-Regular	4516
James Fennessey	Life-Regular	4677
Ian Hopper	Life-Regular	5062
Jesse Keyser	Life-Regular	4441
Jeremy Loeb	Active Duty	3807A
Kyla McClusky	Life-Regular	5056
Matthew Schibler	Life in 5	3848
Todd Stephens, Jr.	Life-Regular	4695
Carl Weaver	Life-Regular	5186

Austin English	Life-Regular	4586
Pete Gardikis	Life-Regular	P-6576
McClain Isom	Life-Regular	4366
Keith Kraker	Life-Regular	4923
Travis Marsh	Life-Regular	P-6590
Nicholas O. (Nick) Ramirez	Life-Reg	4279
Andrew Schwalbenberg	Life-Regular	4754
Mark Stutts	Life-Regular	5315
Jonathan Welch	Life-Regular	3963



Who, What, and Why We Are

join our organization. A membership application is on Page 19. The average age of our members is unknown, but it needs to come down. Semper Paratus!

For those of you relatively new members who may have been wondering, the information sheet on Page 15 (updated from 2021) is called to your attention. You are encouraged to show it to prospective members and use it to invite them to



Who, What, and Why We Are



Four retired U.S. Coast Guard aviators were close friends. Captain Marion “Gus” Shrode, CG aviator 527, Captain George Thometz, CG aviator 530, Captain Andy Wall, CG aviator 182 and Commander Norm Horton, CG aviator 187, (all now deceased) often met socially. Their many discussions led them to envision an organization to perpetuate and promote the service and comradeship of all CG air crews. In 1977, **these four buddies founded** The (original) Ancient Order of the Pterodactyl.

Every year since that beginning, the “Pterodactyl” membership of Coast Guard **active duty and retired aviators, aircrew members and supporters** has steadily grown, now numbering more than 2,000. As the organization has matured over the years, its objectives have expanded to embrace the preservation of CG aviation history while directly supporting active duty forces.

The Association is a tax-exempt, non-profit, and all-volunteer entity incorporated in Alabama. Modest individual annual and life member dues and corporate donations fund projects that **support the Coast Guard** in many ways.

A gathering of Pterodactyl members, supporters and guests (a “Roost”) is held each year at various locations, often near a Coast Guard aviation facility. At the annual banquet, **awards are presented to active duty aviation personnel**. These awards were conceived by and are funded by the Ancient Order. Selections are made by the staff of the Coast Guard Commandant.

The Captain Marion “Gus” Shrode **Flight Safety award** is presented to a flight safety officer in recognition of exemplary performance in that role.

The Captain Frank Erickson **Rescue Award** is given to an entire helicopter crew for outstanding performance during a rescue mission.

The Commander Elmer Stone **Rescue Award** is presented to an entire fixed wing crew for outstanding performance during a rescue mission.

The Captain William J. Kossler **Engineering Officer of the Year Award** is presented to an aviation engineering officer in recognition of exemplary performance in that role.

The Chief Oliver Berry **Maintenance Award** is presented to an aviation maintenance crewman for exceptional performance.

The Victor Roulund lifetime achievement **Rescue Swimmer Meritorious Achievement Award** is presented to a rescue swimmer for exceptional performance in that role.

In addition to these coveted awards for active duty members of the service, Ancient Order members volunteer time and talent, and funds to **promote and preserve the rich history of U.S. Coast Guard aviation**. Many projects are of direct or indirect benefit to the Coast Guard by helping to **inform the public** about Coast Guard mission performance and enhancing Coast Guard personnel recruitment programs.

Displays and exhibits, including retired aircraft, have been established and maintained at several aviation museums.

A U.S. Coast Guard Aviation **Hall of Honor** is sponsored to recognize and honor those who have made significant contributions to CG Aviation.

A website (www.AOPtero.org) presents information about Ancient Order activities, goals and objectives as well as other items of interest including a link to a CG aviation history site displaying an evolving history of stories, units, aircraft, people and awards.

A journal of Pterodactyl activities named **Pterogram** is published three times annually and is displayed on the official Pterodactyl website as well as mailed in print or electronically to the membership.

The business of the Ancient Order is carried out by an elected volunteer Executive Board and appointed advisors.

Our ranks include not only active duty and retired or former Coast Guard pilots and aircrew men and women of all specialties, but many other supporters of Coast Guard aviation. We are proud of our efforts to not only preserve and display CG aviation history but our **direct support to current active duty aviation personnel and their commands**.

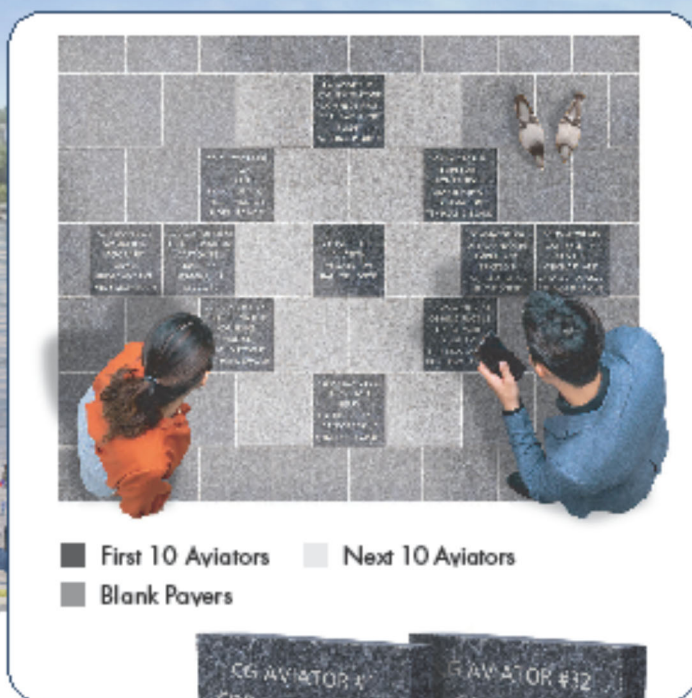
Continued **growth in membership** will lead to even more impressive initiatives and accomplishments in **support of the USCG and the U.S.A.**

SEMPER PARATUS!

Coast Guard Aviation Association, c/o Watts Group, 4161 Chain Bridge Road, Fairfax, VA 22030.

A charitable, educational, non-profit association established under article 501(c)(19) of the Internal Revenue Code.





SUPPORT THE COAST GUARD AVIATORS' HALL-OF-HONOR SECTION ON THE ARGUS PROMENADE AT THE NATIONAL COAST GUARD MUSEUM

The Coast Guard Aviation Association has coordinated with museum leadership and reserved a section of 10 large bricks to be dedicated to the 10 most influential leaders of CG aviation over the past 107 years. These leaders were selected from personnel already enshrined in the CG Aviation Hall-of-Honor at ATC Mobile, AL. The Coast Guard Aviation Association wants to expand our Hall-of-Honor paver section at the National Coast Guard Museum and recognize all members of the Hall of Honor.

The grey textured pavers will be 8"x 8" and 3" thick. The Argus Promenade will be located along the waterfront facade of the museum. It will start at the plaza entrance of the museum and will run adjacent to New London's City Pier Plaza, which is also the future homeport of the USCGC EAGLE.

To make this very special memorial program a success, Coast Guard Aviation Association leadership requests that **EACH AND EVERY ONE OF OUR MEMBERS** send a tax-deductible check for \$20 (or more) to:

Coast Guard Aviation Association
2619 Luau Circle
Mesquite, TX 75150

 You can obtain your own paver online at www.CGMuseumpavers.com

CGAA SUPPORT FOR CG MUSEUM

By Ptero Past Prez George Krietemeyer, Aviator 913

Fellow PTEROS. I am announcing a new campaign to support our fantastic new NATIONAL COAST GUARD MUSEUM in New London, CT. Our organization has established a goal of \$50K to help construct and outfit this amazing museum dedicated to telling the CG story to the taxpayers who support our daily efforts.

BACKGROUND AND SUPPORT-The CG Aviation Association has a long history of supporting and documenting the activities and history of our Coast Guard aviation personnel.

1-Almost 50 years ago, the AOP was formed by four retired Coast Guard aviators in California. What began as a social club for retired CG folks evolved into an amazing group of military brothers and sisters. Their primary project was to build and outfit an exhibit describing the early days of CG aviation. They established a goal to raise \$100K to build an exhibit at the new Naval Aviation museum in Pensacola, FL. The organization had about 500 members in 1983 when ADM James Gracey cut the ribbon on the 2,000 sq ft exhibit displaying one helicopter and a chronological display of Coast Guard Aviation's operations. There was also a large display of model CG aircraft made by Pteros all over the US. Small additions were made to that exhibit, and 1-2 additional aircraft were added in CG colors. In 2016, the exhibit was moved and expanded to its present size of about 10,000 square feet with nine legacy Coast Guard aircraft on display along with many other artifacts and video displays. The AOP had by this time donated \$250,000 to the expansion of our exhibit and other efforts. I was the President of the AOP for 13 years while we did most of this work and most of the money we raised came from about 1,200 members. This exhibit is now the LARGEST display of Coast Guard legacy aircraft in the world

2-Ptero Mont Smith, Aviator 1520, relieved me and we changed the "official name" to Coast Guard Aviation Association. He established a plan to put one HH-52 helicopter in the Smithsonian Museum in Washington, DC. He, and later Pteros RADM Jim Van Sice, Aviator 1777, RADM Bob Johanson, Aviator 869, Mont Smith, Aviator 1520, RADM Jim VanSice, Aviator 1777, Ben Stoppe, Aviator 1646, and Tom King, Aviator 1775, led the effort to rebuild and rehabilitate an old HH-52 which is now hanging proudly in the Udvar-Hazy Museum near Dulles Airport. That effort raised over \$250,000 and most of the money came from guys and gals

with Aviator numbers from 100-3,000. They were the major contributors to both projects. Many of those aviators are the same people who purchased and provided you with the outstanding and safe aircraft you now fly.

3-Now it is YOUR turn to show your leadership and financial support to our almost brand-new National Coast Guard Museum. The Board has asked me to lead the effort to raise \$50,000 to show our support for this project. I am proud to lead the way, and I hope you will follow. Our project is simple---ADDING ALL (OR MOST) NAMES FROM OUR HALL OF HONOR display located at ATC Mobile and putting their names on our Museum Pavers display in New London CT. We already contributed \$18K and have 10 pavers approved and paid for.

Another benefit is our name CGAA/ANCIENT ORDER OF THE PTERODACTYL will be listed within the prestigious Ellsworth Bertholf Circle on the Museum's Wall of Philanthropy which lists MAJOR contributors to the museum.

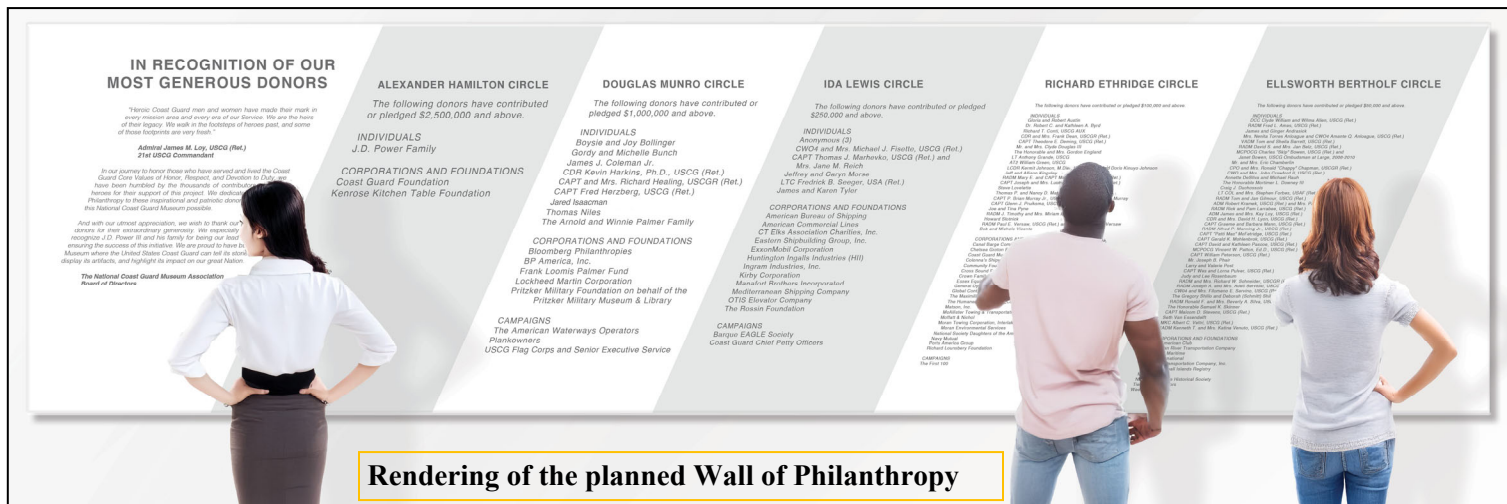
The CGAA notes that this is an opportunity for our members to contribute to a growing representation of Coast Guard aviation at the National Coast Guard Museum. Please contribute \$20 OR MORE to our CGAA treasurer at 2619 Luau Circle, Mesquite, TX 75150 or use electronic deposit on our CGAA website.

To encourage you to be generous, I will send a copy of my new book GUARDIANS OF THE GRAVEYARD OF THE ATLANTIC-the 235-year history of the USCG in North Carolina to anybody who sends a check for \$100 or more.

Our famous and favorite artist, Bryan Snuffer, will provide five prints, suitable for framing, from his extensive collection of Coast Guard air crews making rescues at units located around the country. Prints usually cost \$225 or more. The first FIVE people who donate \$500 or more will get one of these prints. His website is at "www.bryansnufferart.com".

Bottom line for now is--- take a few minutes to write a check and mail it to the Treasurer at the address shown in the advertisement in the PTEROGRAM or, use the CGAA donation page on our website "www.aoptero.org" to electronically send your tax-deductible donation to us.

If we old-timers could do it, you youngsters should be able to easily meet this small goal of \$32K. Our senior citizens (CGAVNOs 100-3,000) will also help, I am sure. Please DO IT NOW before you get involved in other work. FLY SAFE!



Rendering of the planned Wall of Philanthropy





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 when they achieve their aircrew wings 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>
AST3 Rhys Morgan	Miami	AST3 Alex Peterson	Kodiak
AMT3 Brendan J. Abbott	Corpus Christi	AMT3 Abraham O. Barraza	Barbers Point
AMT3 Joseph D. Bigwood	Elizabeth City	AMT3 Brock J. Chadwick	Clearwater
AMT3 Paul Feriozzi	Borinquen	AMT3 Daisy D. Gatch	Humboldt Bay
AMT3 Sean R. Hoggatt	HITRON	AMT3 Luis R. Jurado Ilarraz	Miami
AMT3 Kate E. McAleer	Atlantic City	AMT3 Benjahman L. Mustari	Elizabeth City
AMT3 Kanoa Y. Quon	Houston	AMT3 Joshua D. Richter	Savannah
AMT3 Taylor C. Sampson	Clearwater	AMT3 Eli J. Vukmirovich	Detroit
AMT3 Eric J. Wood	HITRON	*AMT3 Dominic T. Minervini	Elizabeth City
AET3 Jace W. Bastien	Miami	AET3 Jorden S. Byrd	Elizabeth City
AET3 Chance J. Gaudin	Cape Cod	AET3 Olivia R. George	Mobile
AET3 Ryan A. Givens	Astoria	AET3 Katharine P. Hauschen	Savannah
AET3 Gabriel A. Mejia	Miami	AET3 Reiya B. Miller	Elizabeth City
AET3 Austin R. Murtha	Sacramento	AET3 Dakota A. Patterson	Mobile
AET3 Dylan R. Peterson	Elizabeth City	AET3 Edward R. Reimus	Humboldt Bay
AET3 Gregory D. Smith	Detroit	AET3 Joevan T. Torres Moreno	Mobile
AET3 Cruz I. Vidal	Detroit	*AET3 Owen F. Mehler	San Francisco
AET3 Daniel Caldera	Astoria	AET3 Gianmarco Campanella	Kodiak
AET3 Matthew L. Carroll	Cape Cod	AET3 James J. Davis	HITRON
AET3 Kyle B. Frey	Elizabeth City	AET3 Tariq O. Hadaidi	Barbers Point
AET3 Nathen D. Hernandez	Kodiak	AET3 Robert V. Leopoldi	Kodiak
AET3 Joel B. Levins	Sacramento	AET3 Jase C. Mayhall	San Francisco
AET3 Nolan C. McIntire	Mobile	AET3 Andrew N. Pulido	Kodiak
AET3 Colin J. Roman	Elizabeth City	AET3 Jacob J. Russo	Corpus Christi
*AET3 Christopher J. Krichbaum	Kodiak	AET3 Alexander L. Andrew	Atlantic City
AET3 Matthew J. Bogner	Miami	AET3 Devin B. Elliott	Miami
AET3 Charles J. Higgins	Miami	AET3 Spencer J. Lewis	HITRON
AET3 Kaiden C. Martin	HITRON	AET3 Lars A. Matos Monroy	Clearwater
AET3 Charles H. Mays	Elizabeth City	AET3 Zachary N. Mocek	Elizabeth City
AET3 Benjamin M. Myers	Kodiak	AET3 Travis J. Pastrana	North Bend
AET3 Jesse L. Perez	Corpus Christi	AET3 Philip J. Sandstroem	Mobile
*AET3 Andrew P. Thomas	Kodiak	AET3 Jamison A. Bernoudy	Humboldt Bay
AET3 Rico Diaz	Miami	AET3 Brandon I. Green	NCRADF D.C.
AET3 Kai R. Karper	Kodiak	AET3 Henry L. Macke	Mobile
AET3 John A. Mitchell	Sitka	AET3 Ruben L. Monzon	New Orleans
AET3 Rosemary Noonan	HITRON	AET3 John B. O'Donnell	NCRADF D.C.
AET3 Ian M. Reeder	Miami	AET3 Samuel T. Rigdon	Atlantic City
AET3 Colby T. Sousa	North Bend	AET3 Deklan P. Townley	Elizabeth City
*AET3 Benson Z. McManus	Kodiak	AMT3 Elijah T. Aase	Humboldt Bay
AMT3 Jazmin L. Williams-Abalos	Miami	AMT3 Murphy M. Brady	Miami
AMT3 Ayden D. Dechenne	Mobile	AMT3 Carlos A. Guizar	San Diego
AMT3 Denali C. McHugh	HITRON	AMT3 Noah R. Mitchell	Mobile
AMT3 Tyler R. Moore	Kodiak	AMT3 Marissa M. Newman	Barbers Point
AMT3 Patrick L. O'Rourke	HITRON	AMT3 Kaleb S. Perry	Mobile
AMT3 Heulan Statham, IV	Atlantic City	AMT3 Patrick M. Wolfgang	Mobile
*AMT3 Dane A. Segard	North Bend	ANAMT Morgan E. Michael	Elizabeth City
AMT3 James Riley W. Bond	Traverse City	AMT3 Joshua R. Castle	Elizabeth City
AMT3 Oscar E. Cuevas Arroyos	Kodiak	AMT3 Alexander T. DeMuyneck	NCRADF, Washington
AMT3 Javier Y. Hernandez Bonilla	Borinquen	AMT3 Aiden M. Jasinski	Mobile
AMT3 Beau M. Louviere	New Orleans	AMT3 Christopher P. McAuliffe	North Bend
AMT3 Lewis W. Metcalf	Kodiak	AMT3 Rodolfo P. Nabong	Barbers Point
AMT3 Robert R. Peters	Detroit	AMT3 Joshua S. Pisoni	Atlantic City
AMT3 Anthony W. Quartey	Clearwater	*AMT3 Nicholas L. Thomas	Mobile
AMT3 Blaize L. Alltop	HITRON	AMT3 Jacob A. L. Apple	Cape Cod
AMT3 David C. Dillow	Houston	AMT3 James P. Donovan	Kodiak
AMT3 Connor R. Hickey	Kodiak	AMT3 Naomi N. Hodgens	Elizabeth City
AMT3 Alix M. Meyer	North Bend	AMT3 Jaden A. Nieves	Borinquen



CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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 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.

I hope you all are planning to attend the upcoming Roost at Houston, 28 April to 1 May.

There's time for you to purchase your Ptero logo gear for the Roost! No self-respecting Ptero should travel without CGAA Luggage Tags on all your bags. You should also remember to

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:

Coast Guard Aviation Association
c/o Watts Group
4161 Chain Bridge Road
Fairfax, VA 22030



bring your CGAA Name Tag and if you don't know what I'm talking about, order one now!

Of course we have other neat stuff, like shirts, ties and hats that you can wear at the Roost.

See you there!

Also, I'm still in need of an "assistant store manager." At 83, I'm thinking I won't be doing this forever and a much younger person should be trained to take over when I retire (croak). I promise you won't have to do much, but I want someone to know how the whole thing works since right now it is my secret.

Please email me at 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.

March 2026 Please make copies of this form and pass it on.

Total Enclosed: \$

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.
5324 Savanna Hauser
5326 Tanner Johannsen
5328 Curtis Bates
5330 William Bragaw
5332 Connor Aitchison
5334 Derrick Hudson
5336 Samuel Haksteen
5338 Alexander Cordes

Assignment
Elizabeth City
Corpus Christi
Astoria
Clearwater
New Orleans
Cape Cod
JPO San Angelo
Houston

CG Aviator Nr.
5325 Charles O'Bannon
5327 Jacob Haw
5329 Noah Collins
5331 Connor Overstreet
5333 Luke Mills
5335 David Satow
5337 Kylee Ballard
5339 Daniel Gillespie

Assignment
Barbers Point
Corpus Christi
San Francisco
Ventura
Astoria
Atlantic City
Miami
Barbers Point



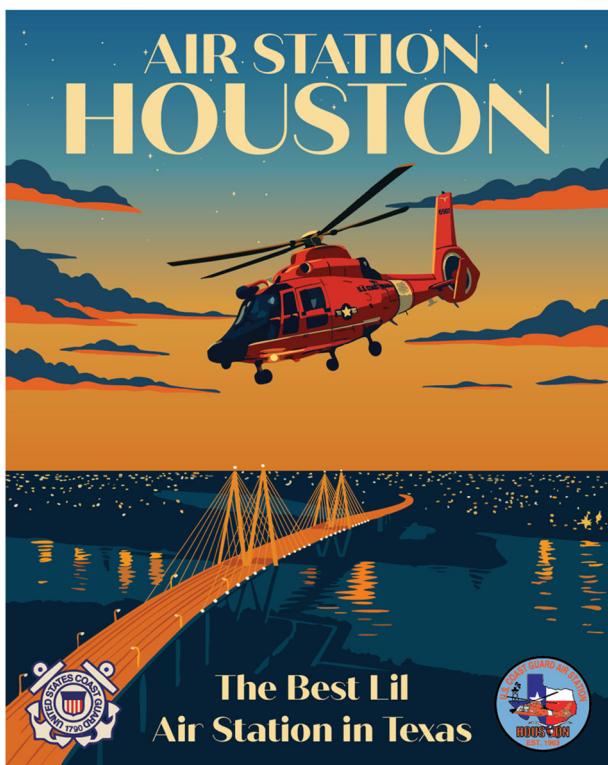
CORRECTION: Aviator 5323, Thomas Sidener's last name was spelled incorrectly (Sner) in Pterogram 3-25. Our apologies.

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



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HH-52A CGNR 1355 is moving from the National Naval Aviation Museum in Pensacola, FL on loan to the Columbia River Maritime Museum in Astoria, OR. Read about it on P. 6.

Have you signed up for the 2026 Roost yet? See details on P. 8 and on our Ptero website, AOPtero.org



NextOp CONNECTING MILITARY
& VETERANS TO CAREERS

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