



PTEROGRAM

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

Sitrep 2-17 Summer 2017

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

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Pforty-first CGAA Roost in Atlantic City Approaching Glide Path

Our pforty-first annual gathering honoring CO Ptero CAPT Eric 'Jackie' Gleason, Aviator 3316, and the men and women of Air Station Atlantic City will be at the Resorts Casino Hotel on the boardwalk in Atlantic City, NJ from 13-15 September. Many thanks to Pteros Jeff Pettitt, Aviator 2188, and Dale Goodreau, Aviator 1710, for graciously volunteering to serve as Roost Committee co-chairs. Please see Page ten for events and registration information.



AirSta Clearwater Wins Maintenance Competition

Maintenance Competition in Orlando on 25-27 April. The teams were challenged by 25 events that tested their maintenance abilities in timed trials. AirSta Clearwater took first place in the military division. Team members were: CPO Scott Burns, PO1 Jonathan Herring, PO1 Joshua Russell, PO2 Justin Lachney, PO2 Michael Wallace, & PO2 Brandon Aycock. See full story in ALPTERO email of 17 June.

AirSta Clearwater & the CG Aeronautical Engineers teams participated in the 2017 Aerospace



The Winning Team. (CG Photo by CPO Scott Burns)

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 2017, 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.

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A Message from 1777 (CGAA/AOP President):



Greetings, Fellow Pterodactyls: Your "board" has been very busy since I last wrote. Jack McGrath, our VP of Membership has led an effort to better connect with new aviators, flight mechanics and rescue swimmers. We will be providing all a welcome to aviation letter and a bumper sticker upon reporting to their training sites and a free membership in the organization when they earn their wings. We are investigating the possibility of providing wings inscribed with "Provided by the Coast Guard Aviation Association" to all who successfully earn them.

Jay Crouthers and our vendor Lorie Stout have done a very nice job revising the merchandise in the Ptero Store. If you haven't visited lately, you will be amazed by the quality and selection of the available merchandise.

Gary Gamble has worked with Margaret Jordan, our "web master," to improve our web presence and Bear Moseley has worked with her to upgrade the history portion.

I will be attending the Enlisted Ancient Albatross Change of Watch in Savannah on July 14th where ASMCM Clay Hill will be relieved by AMTCM Kit Harris. I have gotten to know ASTCM Hill a little over the last two years and will miss him. He has been particularly active in his EAA role, and very much a champion for our organization.

I look forward to the Roost in Atlantic City. The venue is remarkable and Dale Goodreau and Jeff Pettitt have done a great job of keeping our expenses low. Please see the article concerning roost activities in this Pterogram.

Finally, we are overdue to hold an election to replace our four elected officers. We have not been successful in developing a slate, so we will address the issue at the annual business meeting. While Ben Stoppe, Mark D'Andrea and I are willing to serve another term as Treasurer, Vice President and President if no replacement volunteers are seeking those positions, Paul Milligan has asked to be relieved of the position of Secretary. If you are willing to serve, you can contact me at falconer74@hotmail.com.

Have a great summer and I look forward to seeing many of you in Atlantic City. Fly safely! Jim Van Sice, Ptero 1777

Taps

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

Patrick A. Wendt, 1187, 3/27/17

Ted A. Morris, P-2163, 4/16/17

Jack Sutherlin, P-3166, 4/22/17

Paul S. Smith, 345, 5/9/17

Michael B. Stenger, 1255, 5/31/17

Ptero Paul S. Smith, Aviator 345, Passes Away



Paul Steele Smith, 98, born May 19, 1918 entered eternal rest May 9, 2017. He was an aviation pioneer, USCG CDR (Ret.), and was a pilot of amphibious aircraft as well as helicopters. Paul was the last surviving member of the first class of helicopter pilots in the world, studying under its inventor, Igor Sikorsky in 1942. He held license #18.

Paul was stationed in Houma, LA during WWII, where he flew the Grumman Widgeon and successfully hunted German U Boats in the Gulf of Mexico. It was here that he met and married Anne Marie Hebert. They were stationed in New York, California, Mississippi, Florida, Hawaii, Texas, and Alaska. After serving 25 years performing Air-Sea rescue, he retired from the CG in 1965 to his wife's home town of Bourg and then flew for Petroleum Helicopters. He was preceded in death this past January by his wife of 73 years, Anne, and is survived by three sons.

Paul was the oldest known living CG aviator. A memorial service was held in Bourg on the occasion of his 99th birthday, Friday, May 19, followed by interment in the church cemetery.

HITRON Counter-drug Aircrews Record 500th Drug Bust By Ptero LT David H. Blue, Aviator 4438



The HIT 17-10 aircrew of the Florida-based CG Helicopter Interdiction Tactical Squadron stand for a photo after the 500th recorded drug bust in the Eastern Pacific Ocean, March 11, 2017. U.S. Coast Guard photo.

The Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) marked its 500th drug interdiction when a deployed crew stopped a drug-laden go-fast vessel at 1:30 a.m. in the Eastern Pacific Ocean, March 11, 2017.

The Florida-based crew was deployed aboard a Coast Guard cutter in the Eastern Pacific Ocean conducting counter drug operations in international waters supporting Coast Guard Commandant Adm. Paul Zukunft's Western Hemisphere Strategy.

This is a historic benchmark for the Coast Guard as HITRON has successfully interdicted 500 vessels transporting approximately 422,000 kilograms of cocaine and 27,000 kg of marijuana with a wholesale value of more than \$16.7 billion. HITRON was commissioned in 2000 with the specific mission to pursue and stop suspect go-fast vessels and halt the flow of illegal drugs into the U.S. with armed helicopters operating aboard Coast Guard cutters and land-based facilities in the southern area of responsibility.

HITRON helicopters operate in known smuggling vectors and rely on expertly trained aircrews and precision marksmen to disable go-fast drug smuggling vessels in the event suspects refuse to comply with verbal and visual warnings for law enforcement boardings in accordance with international maritime law.

The previous three fiscal years (FY) were record setting years for HITRON in which crews continued to surpass the previous year's total interdictions and seizures. In FY 2016, HITRON, in a joint effort with partner agencies, successfully interdicted or stopped 83 vessels and 73,550 kg of cocaine valued at nearly \$2.8 billion at sea.

"This achievement is a direct reflection of the training, perseverance, and teamwork from our aircrews, support personnel and other deployed forces and partner agencies that support this dynamic mission and work together to achieve remarkable results in a joint effort countering illegal drug smuggling," said CAPT Kevin P. Gavin, Aviator 3296, CO of HITRON.



The Longest Serving Coast Guard Auxiliary Pilot

By Ptero Joseph Giannattasio,
P-3021, DSO-AV D5NR

The Coast Guard Auxiliary does not have their version of the CG Ancient Albatross, but if it did, that honor would be held by Auxiliarist Raymond Bejarano of District Fifth-Southern's Flotilla 24-04 Gaithersburg, MD. The Assistant National Commodore, Information Technology (ANACO-IT) confirms that Raymond Bejarano is the longest-serving Auxiliary pilot. The United States Coast Guard Auxiliary is the uniformed volunteer component of the Coast Guard. It works within the Coast Guard in carrying out its noncombatant and non-law enforcement missions.



Mr. Bejarano joined the Auxiliary in May 1979, qualified as a pilot and flew patrols in his Mooney M20F out of Slidell, LA where he resided at the time. (The next closest Auxiliary pilot enrolled in 1981.) Supporting USCG Air Station New Orleans, the Area of Responsibility (AOR) for patrols was from Destin, FL to the Texas border. Missions included Maritime Observation Missions (MOM), transports, logistics and Search and Rescue (SAR) sorties. "We would always start our missions from the Air Station and we alternated flying either East of New Orleans to Florida or West of New Orleans to Texas," he said. "This was before the advent of cell phones, so we had a lot of over due fishermen that we needed to track down in the marshes."

In order to be able to safely conduct patrols over the Gulf, in 1980 Bejarano traded his Mooney for a Piper Twin Comanche (N8782Y) that was utilized for Auxiliary flights for 34 years. In 1983 he moved to Gaithersburg, MD flying the gamut of Auxiliary Air missions under USCG Air Stations Elizabeth City and Atlantic City ever since. In 2008 Bejarano

no extolled the Coast Guard Auxiliary's Air Program and its missions in a *Comanche Flyer* magazine cover story featuring Raymond and his aircraft, "For the past 28 years, N8782Y has been an incredible machine! It has been able to carry out all of its missions whether they were family- or Coast Guard-oriented, with little or no problems."



Raymond Bejarano piloting his Mooney M20F airplane. Photo from R. Bejarano's collection.

When Bejarano fully retired from the business world, he started spending win-

ters in his condo near Miami. Of course, Bejarano ended up bringing his airplane and Auxiliary flight suit with him. "In 2010 I started taking my airplane down with me and began flying on behalf of Air Station Miami," he explained. "Because of the capabilities of my twin, we would conduct off shore patrols, over the Bahamas and the North coast of Cuba, that were over 100 miles from Florida. I still fly for Air Station Miami, but only as crew in somebody else's aircraft."

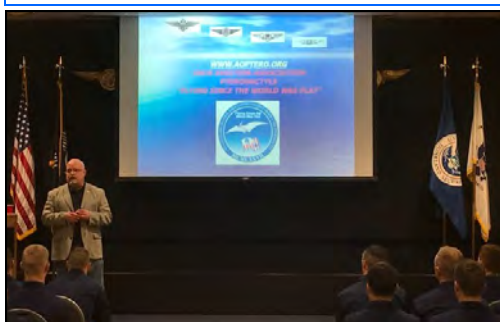
In 2014 Bejarano sold his wonderful Twin Comanche and bought a Cessna Cardinal RG to replace it. "It is the ideal aircraft for MOMs and Rotary Wing Air Intercept (RWAI) exercise flights." And as the Coast Guard Auxilia-

ry's longest serving pilot, Raymond Bejarano would know best.



Raymond Bejarano (c) and (l to r) Andrew Diffley (5NR) and Charles Brown-ing (5SR) review an Electronic Flight Bag (EFB) program on a computer tablet. CG Auxiliary photo by Joseph Giannattasio.

Ptero Joseph 'Butch' Flythe, Jr. P-2939, Speaks to ATTC Graduating Class

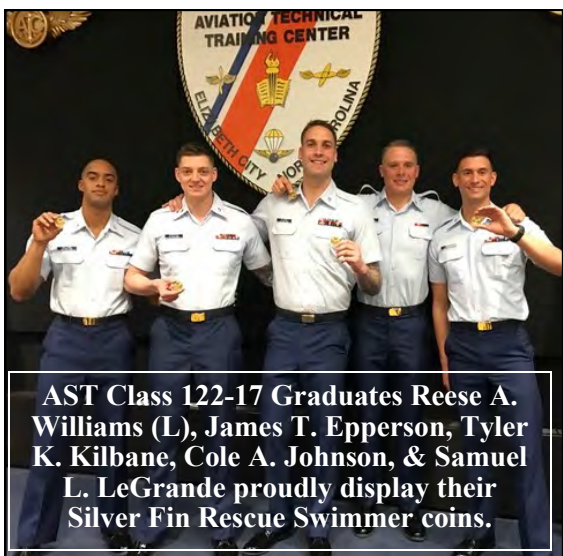


Ptero Butch Flythe, a recent Rescue Swimmer inductee into the CGAA Hall of Honor (See related story on P. 8 of Pterogram 3-16), has graciously volunteered to become the CGAA's 'Ambassador' to the graduating classes at ATTC Elizabeth City, NC. On 21 March, he addressed the graduating class and staff of ATTC about the goals and missions of the CGAA. Some of the



'Silver Fin' Logo

comments from the audience were:
 "I never knew about this organization."
 "I thought this was just for officers."
 "I really like the fact they help bring hero remains home."
 "I saw the 52 in the Air and Space museum. It was awesome!"
 Many of the attendees joined the CGAA.



AST Class 122-17 Graduates Reese A. Williams (L), James T. Epperson, Tyler K. Kilbane, Cole A. Johnson, & Samuel L. LeGrande proudly display their Silver Fin Rescue Swimmer coins.



On the pool deck, an AST graduate screws his swimmer number onto the plate boards.

So That Others May Live By Ptero Past Prez George Krietemeyer, Aviator 913

The CG Aviation community recently celebrated its Centennial with a highly successful Pterodactyl Gathering in Mobile, AL.

One hundred years of CG aviation history was recently further commemorated by the installation of a "second" 50 year memorial plaque in Erickson Hall at ATC Mobile.

Both plaques are "DEDICATED TO THE GALLENT MEN AND WOMEN OF COAST GUARD AVIATION WHO GAVE THEIR LIVES IN THE PERFORMANCE OF DUTY SO THAT OTHERS MIGHT LIVE"

The new plaque was carefully designed to complement the old plaque with only subtle changes to reflect new aircraft and missions. The artwork is from Bryan Snuffer's KATRINA painting which is on display at the USCG Academy. Ptero LCDR Chris Enoksen, Av. 3904, and CAPT George Krietemeyer (Ret.) presented their design to Pteros CAPT Tom MacDonald, Av.2970, and CAPT Joe Kimball, Av. 3211, for final approval. It should be happily noted that there are about 30 LESS names on the new plaque.

The old plaque was "found" by Ptero CDR Hank Schaeffer, Av. 1637, while he was XO at ATC in the 1990's. It was in storage at the CG Artifacts warehouse and he convinced Headquarters personnel to display it at ATC. Nobody knows who designed the plaque or why it was in storage.

Dozens of dedicated Pterodactyls are working to improve the documentation and collection of historical materials for display in Museums and Air Stations. Let us know if you would like to help.



2016 Jack Rittichier Most Valuable Player Award Presented



In what has become one of the most valued traditions within Kent State's football program, the Jack Rittichier Memorial Award was presented in March inside Dix Stadium's teamroom. Following the Golden Flashes' final spring practice, Head Coach Paul Haynes presented Nick Holley with the "Jack's Run" sculpture for his performance this past fall.

After spending three-plus seasons as a wide receiver and running back, Hol-

ley made an unparalleled midseason position change to quarterback in 2016. Placed in a high-pressure spot with little time to prepare, he responded with performances that earned him Mid-American Conference East Division Offensive Player of the Week honors three times over six weeks.

Joining Haynes for the presentation and speaking to the team were retired CG Ptero LCDR Jim Loomis, Aviator 1179, and Rittichier's Kent State teammate Allan Kaupinen.

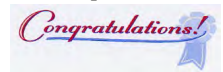
New to this year's presentation was the unique creation of the sculpture. The Virtual Foundry in Stoughton, Wisconsin, invented a filament composed of 85 percent bronze that serves as a "3D ink" for the sculpture. Glenn Prescott and Ann Laundrie of The Virtual Foundry traveled to the event from Wisconsin, while Loomis and Kaupinen came in from Connecticut and Virginia, respectively. Pteros Kyle Jones,

Aviator 1438 and Dave Young, Aviator 1161, contributed to the funding of the trophy.

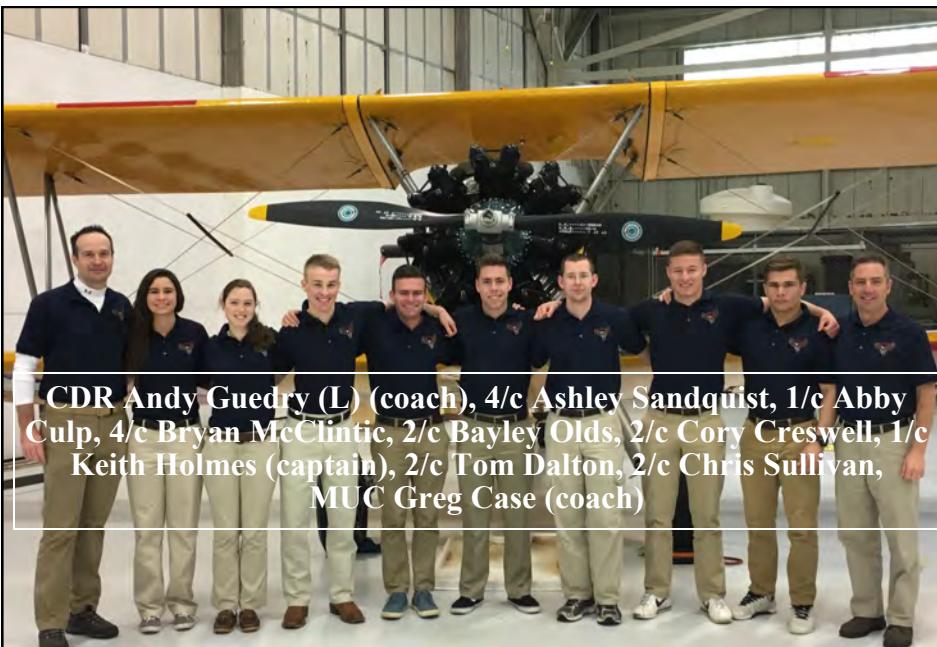
In addition to talking about Rittichier and Kent State's 1954 Refrigerator Bowl team, Kaupinen and Loomis each shared stories about Rittichier's teammate Luke Owens, who passed away, just a few months ago.

After the presentation, Holley added his nameplate to the Rittichier Monument in the South Plaza of Dix Stadium. The sculpture is based on a famous photo from Rittichier's 90-yard touchdown run in a comeback victory against Bowling Green.

A team captain in 1955, Rittichier is one of the most celebrated heroes in the history of the U.S. Coast Guard. Loomis, like Rittichier, Aviator 997, is one of 11 Coast Guard pilots remembered for serving in combat rescue missions during the Vietnam War. In 2009, Loomis gained the support of the CG Aviation Association to turn his idea for the award into reality. *[Re-printed with permission of Kent State Univ...Ed]*



2017 Service Academy Flying Team Competition Results By Ptero Andy Guedry, Aviator 3503



CDR Andy Guedry (L) (coach), 4/c Ashley Sandquist, 1/c Abby Culp, 4/c Bryan McClintic, 2/c Bayley Olds, 2/c Cory Creswell, 1/c Keith Holmes (captain), 2/c Tom Dalton, 2/c Chris Sullivan, MUC Greg Case (coach)

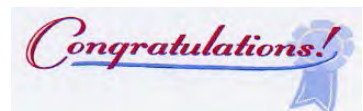
I'm pleased to report that the CGA Flight Team safely and successfully competed in the 4th annual Service Academy Flying Competition Spring Classic at Stewart Airport in New Windsor, New York. After being grounded by weather delays the first day and a half, the skies parted to allow us to get some flying in. Army prevailed again and retained the cup for a third straight year with a very

seasoned team that had qualified last fall for the national championships. The Coast Guard team managed to beat Navy in the flight events 68-44, but their depth and experience on the written exams allowed them to take second place overall. This was by far our most successful competition to date scoring 132 total points (an improvement from last year's 92).

Notable performances include team captain 1/c Holmes taking 3rd in the Top Pilot

Category. He placed 2nd in the preflight event, 2nd in the RedBird simulator, and 3rd on the Navigation exam. 2/c Creswell took 2nd in the Top Pilot Category. He placed 4th in the Power Off landings and 1st in the Power On landings. 2/c Creswell and 2/c Olds took 1st place and 1/c Holmes and 4/c Sandquist took 3rd in the Navigation event. Lastly, we took 3rd, 4th and 5th places in the Message Drop event.

As I prepare to leave CGA and transfer this season, I can't help but reflect on how far this team has come since its inception three years ago. It has gone from a team of inexperienced pilots just hoping to successfully complete its first competition to becoming a veteran team, out-flying Navy and having the competition's top overall 2nd and 3rd pilots. The team will undoubtedly continue to grow and I look forward to seeing the day when they win their first competition. Lastly, I want to send a sincere thank you to the CGA command for their support in allowing us to start and maintain this team, all of the gracious donations we have received through the CGA Alumni Association, the CG Aviation Association, and the parents and friends who have come out to the competitions and provided support. All of these things have been instrumental in our success, so again, thank you!

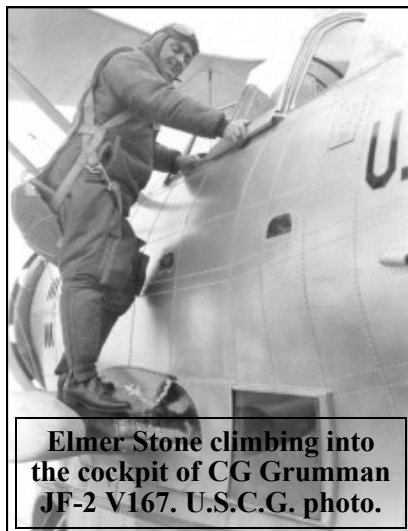


Honor, Respect, Devotion to Duty: Coast Guard's Newest Aviator

By LT Karl Alejandro



Capt. Trey "Tex" Hayden, commodore of Naval Training Air Wing Four, recognizes newly-winged ENS Evan Swinghamer for his outstanding performance in US Naval Flight Training. U.S.C.G photo.



Elmer Stone climbing into the cockpit of CG Grumman JF-2 V167. U.S.C.G. photo.


appointed as Naval Aviator No. 38. The CG recognizes him as CG Aviator No. 1. Although Elmer Stone passed away in 1936, a relative passed his wings to Daniel Garret, Aviator 243, who then passed the wings to Harry N. Hutchins, Aviator 1197, in 1965. In 1979, the wings were

passed to Frederick T. Darvill, Aviator 2109.

"Our student naval aviators have been part of Naval Flight School for 100 years," said Ptero CAPT Tony Hahn, Aviator 3158, CO of CG Sector/Air Station Corpus Christi. "This incredible training is the foundation of the tremendous success and legacy of CG Aviation."

At the winging ceremony, these hallowed wings, originally belonging to CG Aviator No. 1, were passed to CG Aviator No. 4691, ENS Evan Swinghamer. He was chosen for this honor based on his outstanding performance in flight school and the fact that his winging date of April 7 closely coincides with Elmer Stone's winging 100 years ago on April 10, 1917.

Swinghamer excelled in Naval Flight Training and made the Commodore's List with distinction – an honor earned by only the top five percent of student naval aviators.

Swinghamer is slated to report to CG Air Station Barbers Point, HI, to fly the HC-130H Hercules. He hails from Boerne, Texas, and was commissioned out of Officer Candidate School as an ensign in December 2015. 

A special tradition of passing on "legacy" wings was continued on the 100th Anniversary of the winging of the first Coast Guard Aviator. During a winging ceremony on April 7, 2017, at Naval Air Station Corpus Christi, TX, the wings once worn by the first CG Aviator were pinned onto the newest CG Aviator.

The first CG Aviator was Second Lt. Elmer Stone, who completed Naval Flight Training on April 10, 1917, and was



Newly-winged CG Aviators Lt. Mark Currier and Ens. Evan Swinghamer are joined by aviators from CG Sector and AirSta Corpus Christi, TX. (U.S. Coast Guard photo.)

The Sinking That Never Happened by the Airplane That Never Flew

By Ptero John 'Bear' Moseley, Aviator 743, CGAA Historian

At the 2010 Jacksonville CGAA Roost, I had the pleasure of meeting Ptero Jack, P-3166, and Merle Sutherland. Jack was an Aviation Radioman (ARM-2) during WWII and was stationed at San Diego from July 1943 until the end of WWII. During this time, San Diego transitioned to an Air Sea Rescue unit molded on the British model. He had his flight log with him and a number of relevant pictures, some of which had the names of the persons depicted. Jack also provided historical information that would have been lost without his input. The PB-5As were assigned to Air Sea Rescue Tactical Units (ASRTU) at MCAS Goleta (Santa Barbara), NAAS San Nicolas, NAS Los Alamitos, and at CGAS San Diego. The pilots and crew stood port and starboard and were usually assigned for a month at a time. Air-

craft #2485, Rescue 1, arrived in December 1943 and by mid 1945 there were 9 PB-5As and 6 crash boats assigned.

Jack also told me that there were four J4Fs and in early 1944 they acquired three PBM-3s.



He enumerated the duties and missions of these aircraft and also spoke of the SB2C that was initially acquired for shooting down Japanese balloons-bombs. This never materialized as far south as San Diego, so they equipped the aircraft to drop a life raft and used it for rapid SAR response. All of this was/is very much appreciated

and has been added to the CGAA repository of CG Aviation History. Jack also related an incident that grabbed my attention and I became very interested in following up on it.

The Incident:

On Christmas day 1943, Jack and Aviation Pilot 1/C Glenn Ferrin were the designated ready crew and, a little after noon, just as they were sitting down to eat their tray of Christmas food, the General Quarters alarm was sounded followed by "this is not a drill, ready crew report on the double". When arriving at the hangar, the Operations Duty Officer handed Glenn a piece of paper with the position of naval units who had made a submarine contact off Point Loma. When they reached the plane, a J4F, the ground crew was loading an aerial depth charge on it. They got in, started the engines, called the tower and received priority clearance to runway 27 with a clearance for take-off at their discretion. They took off and arrived over Point Loma west bound. It did not take them long to see two aircraft carriers, a destroyer, and two PC boats. They also

saw a third PC coming up and a blimp. The carriers were moving east bound at a rapid speed. They elected to take up a race-track pattern on the starboard side of the carriers and began orbits. This was done because, at that time of day, a submarine on the starboard side of the carrier would have a silhouette to shoot at. Jack said he is not sure of the time but that it was somewhere around 1300-1330 and they could see depth charges being dropped off the stern of the PC on the starboard side of the aft aircraft carrier. They were also using K guns and the forward PC fired "mouse traps" and the ships appeared to be zigzagging. They noticed a blimp on scene and, about 30 minutes after they had arrived on scene, a formation of TBMs and a second blimp arrived. As they circled, coming back toward the ships for a westbound leg, Jack saw the bow of the submarine break water. It never did fully surface, but the wake and the white water could easily be seen. Jack pointed it out to Glenn who also saw it. Glenn told him to arm the charge and standby to drop, which he did immediately and the charge was dropped in front of the submarine. Glenn banked left to see if the charge went off, which it did, and Jack looked up and screamed "turn right- turn right" which Glenn immediately did. They had almost hit the lead PC. The PCs ceased dropping depth charges. They (CG J4F) stayed on scene for a period until they saw the tug open up the submarine nets and the first carrier go through, at which time they returned to base as directed. The total time in Jack's log book is 3.0 hours.

Upon return, they were debriefed by naval personnel. The senior interrogator was a Navy Captain. LTJG Ehrich, the CGAS Operations Duty Officer, was not present at the debrief. Jack was told, after the debrief of Ferrin, (the pilot), that his debrief was not needed. It could not have been more than 30-45 minutes from the time they dropped the depth charge to the time they landed back at San Diego and yet, on Christmas day, a Navy Captain had already arrived at the CGAS.

The next day, 26 December, Jack was home with his wife, Merle. Merle stated that CPO Melvin DeLay, her uncle, had preceded Jack's arrival and that, when Jack arrived, CPO DeLay asked Jack if he had been in that small CG plane that dropped the depth charge. Jack responded in the affirmative to which CPO DeLay said there was considerable excitement at the Naval Operating Base and that he had spoken with the SONAR operators on the PCs and they were sure it was a submarine. He further told Jack

that they had tracked the submarine to the bottom and they thought the submarine was sunk by the aircraft, but that the Navy would not give credit for it.

Jack said the airta ground crews discussed the attack as did he and Glenn but there was a silence within the command. It was like it never happened. Jack said he did not even know the names of the ships involved until he started his research. He often wondered if the sub had been sunk or if the submarine Captain had skillfully managed to get away. In January 2008, he decided he had the time and would search for the answer. Not knowing where to start, he called his local Congressional Office and spoke with Mr. Gregg Haas who, finding little, suggested he contact the USCG Historian's Office in Washington, DC and the Archives at Laguna Nigel. Jack contacted Doc Browning at the CG Historian's Office and was responded to by Scott Price who gave him an outline of where to look, some possible reference sources and suggested he contact the Naval Attaché at the Japanese Embassy in Washington, DC. There was no germane information obtained from Laguna Nigel. Jack then traveled to Washington, DC and College Park, MD to search the archives. The results were limited.

Jack did locate the CGAS log but there were no operational activities mentioned in it for December 25, 1943, even though there were normal patrols and a medivac. There were on other dates. *(Note: After returning to base from the attack on the submarine Jack and Glenn Ferrin were later directed to proceed to San Clemente Island to medivac an enlisted man with appendicitis. They returned to Lindberg Field, taxied to the Coast Guard ramp and were met by an ambulance from the Naval Hospital. There was a corpsman in the airplane who accompanied them from San Clemente Island. None of this was in the station log either. However, it is in Sutherlands log book and signed off as correct by Burton who was CO at the time as was the attack flight.)*

No record of the attack is contained in the 11th Naval District records.

Jack made contact with CDR Mototaka Hogaki, at the Japanese Embassy, who was cooperative but unable to provide information on lost submarines. He stated that many records were destroyed at the end of the war but that most of the naval action was in the Gilbert Islands area during this period.

While at the Archives, Jack worked with Mr. Nathaniel "Nate" Patch, archives specialist, who became interested in the project and continued the search

for information. Jack received a letter from Mr. Patch dated November 26, 2008. Mr. Patch wrote that he had located the December war diary for the San Diego Naval Operating Base. In it was noted the arrival of the USS *Solomons* CVE 67 on the afternoon of December 25, 1943. He further wrote that he had located the *Solomons* deck log and a war diary which confirmed a submarine attack on the 25th. From there he went to the Western Sea Frontier war diary for the 25th, which included three perspectives of the ASW operation: a general report, a report from the southern surface patrols, and a report from the southern air patrols. Nate went to Record Group 38 and made a list of all carriers at San Diego. There were seven; five in port, the USS *Midway* CVE 63 which was delivering aircraft to Hawaii and the USS *Wake Island* CVE 65 which was at sea that day doing carrier flight training. Thus, Mr. Patch deduced that possibly the second carrier Jack saw was the *Wake Island*. Mr. Patch located the deck log but no war diary for the *Wake Island*. The *Wake Island's* ASW screen was the USS *McFarland* APD/DD 237.

Following is a breakdown and comments of events based upon and taken from the information supplied by Mr. Patch and other records found at the Archives by Mr. Sutherlin.

1. (Quoted from the Western Sea Frontier War Diary entries 25 December, 1943)

"A sound contact was made at 1120 by USS PC-785 in position 32-30 N 117-30 W (this is about 20 miles southwest of San Diego). The PC-785 continued to get contacts throughout the afternoon and attacked with a total of 44 depth charges, all of which exploded, 58 Mousetraps, 10 impulse charges, 30 rounds of .30 cal and nine rounds of .38 cal. The USS PC-819 was dispatched to assist in the search at 1200 and the USS PC-815 was ordered to proceed to offer further assistance at 1300. Blimps K-59, K-111 and K-43 and two Coast Guard planes also assisted in developing contact, but only one depth charge was dropped from the air. The PC-785 stood in to replace depth Charges at 1752. However, the search was discontinued at 1851 when all efforts failed to produce positive evidence of a submarine in the area. Authorities believe the contact to have been a sunken hull, inasmuch as the area borders on a submarine sanctuary."

Comments:

The War Diary of the USS *Solomons* CVE 67, inbound to San Diego from San Francisco states: "1403 off Point Loma sounded Torpedo Defense and set material condition Able below deck as blimp

and PC vessels picked up possible enemy submarine contact. PC vessels on starboard beam and quarter dropped several depth charges.” (note: both PCs and a Blimp picked up the contact)

The deck log of PC 785 listed the attack and the ammunition expended. It matched the Sea Frontier final tally. The deck logs of PC 815 and PC 819 confirmed the operation but do not list any ammunition expenditures.

It is 16 miles from the position given as the initial sonar contact to the position off Point Loma. A sunken hulk is stationary. Both Jack Sutherlin and the *Solomons* confirm that PC 785 had made sonar contact and was dropping depth charges off Point Loma. This casts serious doubt on the conclusion of the operation as stated in the Western Sea Frontiers War Diary entry.

The War Diary confirms that a depth charge was dropped from the air by a CG aircraft. Given the lack of sophistication of equipment in 1943, the aircraft would have to have some visual indication of where the submarine was. The position given in the Western Sea Frontier report for the attack on the “hulk” is off the Coronado Canyon and the water depth ranges between 1300 and 4000 feet. A sunken hulk could not be seen from the air at this depth.

The USS *Solomons* went through the outer submarine net at 1531. There were three PCs, a Destroyer and a blimp involved in the operation at this time. The Western Sea Frontier diary entry states that further search was discontinued at 1851 when all efforts failed to produce positive evidence of a submarine in the area. The conclusion by the Western Sea Frontier was that the attack was made on a “hulk.” If this would have been valid, it is difficult to understand why three PCs and a blimp could not re-locate a stationary target within a period of three hours.

Chief Delay relayed to Jack, on the day after the attack, that the SONAR crews stated they had followed the submarine to the bottom. A search was made to verify WWII SONAR capabilities of PC vessels. Through the services of Mr. Harry Davis, President of the Patrol Craft Sailors Association, contact was made with retired CPO Mark Matayas who had served as a SONAR operator on PCs during WWII. Chief Matayas stated that, using the equipment of the time, a descending submarine contact could be traced until it was lost in ground return and thus ascertained to be on the bottom. The depth of the area where the CG J4F dropped the depth charge is 50 fathoms. This depth is within the capabilities of WWII Japanese submarines. It is possible that the ground clutter precluded further efforts in their attempt to produce

positive evidence of a submarine in the area as related in the Western Sea Frontier report.

Jack subsequently made a sport fishing trip on the F/V *Independence*. Jack told the Captain, Jeff DeBuys, of the 1943 submarine attack he had made. The Captain verified a depth of 4000 ft at the Latitude/Longitude position given in the Western Sea Frontier diary. The Captain further stated that he had been fishing out of San Diego for 20 years and did not know of any sunken hulls in that position. Jack also contacted Captain Norman Kagawa of the fishing F/V *Shogun* and got the same response.

The *Solomons* log indicates the blimp flying cover was K-99. This number did not appear in the Sea Frontier narrative. It does appear later in the day’s activities section. The Frontier narrative also lists two CG aircraft. (no number or type) There was only one involved in the ASW operation. The Diary did list in a day’s activity entry that a J4F departed at 0917 on the Mexican Coast Patrol and returned at 1350. This was normally flown by a PBM-3. This could have been the second CG plane referenced in the War Diary. Jack states, however, that he does not remember a Mexican Patrol flown that day.

There is no mention whatsoever of any aircraft carrier in the Western Sea Frontier diary for the 25th.

2. It is important to note that Jack told his story to Mr. Patch prior to Mr. Patch locating records to confirm Jack’s story. At the time Jack related his story to Mr. Patch, Jack did not even know the names of the ships involved – just the number, types and date.

3. Mr. Patch states that he could not locate any war diaries for any of the PCs for the 25th. The Deck logs were found. The deck log for the PC-785 detailed the operation and confirmed the ammunition count as listed in the Western Sea Frontier account. The deck logs of the PC-815 and PC-819 did not list ammunition expended, but they did confirm they responded to the submarine contact. The *Solomons* diary stated that K-99 had reported in for air coverage duty at 0910 that morning. Mr. Patch stated that neither a War Diary nor Action Report for the K-99 or Blimp Squadron ZP31 (K-99s squadron) covering the month of December 1943 was located.

4. USS *Wake Island* CVE65: Jack had told Mr. Patch that there were two carriers; two PCs with another arriving; a blimp and an older type destroyer on scene. During 1943, there were 51 CVE (Escort Carriers) produced by the West Coast Kaiser Yards. Except for those going directly to Great Britain, the newly commissioned CVEs would do sea trials and pass through San Diego where

they would pick up VC squadrons or transport replacement aircraft as they proceeded to a permanent assignment. This placed a group of CVEs in San Diego at any one time. Mr. Patch obtained the names and War Diaries for all attached to San Diego on the 25th. There were seven; five in port, the USS *Midway* CVE 63 which was delivering aircraft to Hawaii and the USS *Wake Island* CVE 65 which was at sea that day doing carrier flight training and the USS *Solomons* that arrived at San Diego that day. Mr. Patch obtained a copy of the *Wake Island’s* ships log for the 25th but no copy of the War Diary. The log states that the *Solomons* had been seen that morning and that the USS *McFarland* APD/DD237 was acting as ASW escort. From 0740 in the morning until 1150 there are very detailed entries of launching and recovering aircraft as well as a series of speed and course changes ranging between 315 degrees true and 325 degrees true with speed changes between 8 and 12 knots. The 12 to 1800 entries state only “steaming as before” until 1725 when a course change to 300 degrees true is indicated followed at 1758 by an exercise at General Quarters which secured at 1855. Records show the *Wake Island* returned to San Diego the following day. It appears that the *Wake Island* is the only CVE that could fit Jack’s description of events. The *Wake Island* fits in all aspects, including the type of ASW escort, except for the lack of entries in the ship’s log. We are continuing to research this.

We may never know if Glenn Ferris and Jack Sutherland sank a Japanese submarine on December 25th 1943, but what we do know is that the assertion, as stated in the Western Sea Frontier War Diary, that the ASW action was made against a stationary sunken hull is incorrect. As one reviews the available facts, one is struck with the seeming widespread lack of records and or lack of entries. The record keeping within the Western Sea Frontier that day was either extremely sloppy or was a deliberate attempt to avoid recognizing a Japanese presence off the West Coast. It is quite possible that it was both.

My next step was to check for Japanese submarines sunk during WWII up through the end of January 1944 as listed in the Joint Army Navy Assessments Group Paper. I compared this with the Tabulated Records of Movement (TROM) of Japanese to see if I could find a Japanese submarine that did not report in – was sunk -- or could have been off San Diego on 25 Dec 1943. The listed sinkings in Joint Army Navy Assessments Group Paper were in the TROM. There were additional presumed lost and stricken entries in the TROM that were not listed in the Assessment Group Paper... This was most probably due to the

requirement of confirmation of sinking by Allied Forces as opposed to the Japanese procedure that if a sub did not answer inquiries within a specific period of time it was presumed sunk. – Most of the Japanese submarines were listed as being in the Gilberts or running supplies to stranded personnel on islands around the Solomon Islands during December of 1943. There were also some operations in the Indian Ocean. I did not see any holes in the sequence of numbers in the TROM listing, although the Japanese renumbered several of their I boats when the newer ones came out. The TROM is a tabulation of movement and command assignments. Detailed operations in it are normally referenced from messages received from Japanese submarines or Allied engagement records. The operation information records of the Japanese submarine force were not nearly as good as that of the Germans during WWII.

The only unaccounted “sinkings” I saw during the period leading up to the 25th December 1943 was for the I-40. The I-40 was part of an 8 (possibly 9) sub detail that was ordered against the American support ships during the Invasion of Tarawa and Makin –20-24 November 1943. The American force consisted of 13 Battleships and 11 Carriers plus destroyers, transports, and other support ships. The performance of the Japanese subs as listed in the TROM was one of complete ineptness. Of the eight (possibly nine) Japanese submarines involved; five were sunk; three made it back to Truk; and only one American ship was sunk (USS *Liscombe Bay* CVE 56).

There is a possibility of error however. There are reports that say the I-40 was sunk by the USS *Bradford* DD 446 off Makin on 25 November 1943. There are others that say the Japanese sub sunk by the *Bradford* that date was the I-19. If it was the I-40 that was sunk –then what was the I-19 doing? The TROM says that I-19 had been out of Kwajalein and launched a float plane for a reconnaissance of Pearl Harbor on 17 Nov/43. Aircraft returned and reported one battleship and one carrier. The I-19 reported the results on 18th. On 20 November 1943, the Invasion of the Gilberts began ---Vice Admiral Takagi Takeo, Commander, Sixth Fleet (Submarines) ordered the I-19, I-21, I-35, I-39, I-40, I-169, I-174 and I-175 and RO-38 to proceed to Tarawa in the Gilbert Islands. LCDR Kobayashi, CO of the I-19, failed to acknowledge the receipt of the message from the Sixth Fleet. It is quite possible that the I-19 did not return to the Gilberts during this period and that it was the I-40 that was sunk. The I-19 is not shown as answering any message during the Gilbert Campaign. No further entries are made in the TROM for the I-19 until 2 February 1944 listing that she is listed as presumed sunk. It is possible that the I-19 remained in the Kwajalein area and was later sent to

the San Diego area in late December, but there are no known facts in support of this.

If the submarine that Ferrin and Sutherland dropped the depth charge on was not sunk, then there are multiple possibilities. The RO model submarines began coming on line in the beginning of 1943 and as a result some of the I boats were transferred to Kure as training submarines and Home Guard. There were also a number of submarines that came through the various Japanese bases for repairs and overhauls of three to four months during this time frame. In addition – there were RO boats that were on shakedown cruises and crew training. There were 22 submarines listed in the TROM that fit into these categories. Given the speed and range of Japanese submarines it is not inconceivable that one could have been sent to West Coast on a special mission. Entries in the TROM for training and home guard submarines give no information other than changes of command. There is also no information on those passing through Kure or Sasebo other than time in and time out.

There were no verified submarine activities off the West Coast during 1943 and there is no official recording of a Japanese submarine being sunk off the West Coast during WWII. It is also a verified fact that there was strict censorship of all military activities imposed. The reason given for this was that they did not wish to inform the enemy or to cause panic among the American population. As examples: There were no reports on the two attempts by submarine launched aircraft to start forest fires in September of 1942. In November of 1944, the first of approximately 9000 Japanese Balloon Bombs, designed to Bomb the US West Coast, was launched. It is estimated that about 10 % reached US soil. However, it was not until a mother and five children were killed by one of these bombs in May of 1945 that the censorship was lifted and the acknowledgement of these balloons took place.

A question; Why an attempted submarine attack on December 25, 1943 and why San Diego? I do not know but a hypothesis is as follows:

It is well recorded that the Japanese doctrine was to mainly employ their submarines against warships. Even with the early success they had they would have been much more effective if they had been used against merchant shipping as was done by the Germans. What also becomes evident when reading the operational history of the Japanese submarine forces was a desire to create a psychological impact on both the enemy and Japanese civilian populations. The shelling of The Elwood oil fields, the shelling of the Estevan lighthouse, the shelling of Fort

Stevens and the Japanese Sea Plane attack on Hawaii in March of 1942 are examples of this. The I-25 on September 9 and again on September 29, off the coast of Oregon, launched an E14Y -1 Glenn seaplane which dropped incendiary bombs on the mainland to start forest fires. It was unsuccessful in starting forest fires but it had a very large impact on the Japanese civilian population that had just suffered the Doolittle Raid and the devastating results of the Battle of Midway. The I-34 and I 35 were to be equipped to launch balloon raids on the West Coast, but the project was cancelled in early 1943.

During 1943, there were 51 CVE escort carriers built and commissioned by the Kaiser shipyards in Washington State and Oregon. Except for those given to the British, all would do shakedown cruises and then pass through San Diego where they would obtain and train a VC squadron composed of TBM/TBFs and FMs (an upgraded version of the Grumman F4F). The USAAF had stopped ASW patrols in 1943 and Navy patrols were greatly reduced. There was almost always a CVE doing flight training off the coast and usually had one Destroyer as a forward ASW screen. It is conceivable that the submarine that Jack Sutherland and Glenn Ferrin attacked on the 25th of December was attempting to sink the aircraft carrier - but, if so - why not stay further out at sea where there was only one escort rather than seven miles off Point Loma? What if the intent had been to follow close in and under a returning CVE carrier and thus get through the anti-submarine nets at San Diego? A suicide mission to be sure, but it would have raised havoc at North Island and would have had a tremendous psychological impact on Japanese morale –both military and civilian.

Ferrin was promoted to CAP but lost his life while the pilot of JRF-5 number 37795 when he flew into a high tension power line.

Available evidence strongly supports that AP1 Glenn Ferrin and ARM2 Jack Sutherland attacked a Japanese submarine on the afternoon of 25 December 1943 and either sunk it or drove it off. At a minimum, they saved an aircraft carrier from being torpedoed. The event was finally officially recognized in March 2011 via a letter of commendation to Jack from Ptero VADM John P. Currier, CG Vice-Commandant, Aviator 1877.

Copies of all material referenced in this narrative are available to interested parties.



Atlantic City Ptero Roost Flight Plan

Welcome to 2017 Atlantic City Roost Registration.

The Roost Committee has planned fun filled days in Atlantic City for the 2017 Roost. Various activities are available and the Beach and Boardwalk are always tempting to occupy your time. The Roost will be a great time – “For Shore”. Resorts Casino and Hotel is providing an excellent Roost venue. Early sign-ups for the tours are required as the minimum number of participants is 40 people per bus.

Roost activities include:

Event 1. **Golf Tournament.**

For the golfers' enjoyment, a golf tournament will start at 0800 on Wednesday, September 13th, at the Avalon Golf Club. Rental clubs are available with advance reservations. A “bunker” box lunch will be provided at the turn. Golfers must have their own transportation. The price is \$36 for golf, cart, and lunch and \$20 for rental clubs. Please annotate on your registration form if you wish to golf with anyone specific.

Event 2. **Visit to Naval Air Station Wildwood Museum at the Cape May County Airport and Cape May Winery Tour and Tasting.**

The bus will depart Resorts at 0900 on Wednesday, September 13th. The NAS Museum is home to many vintage aircraft. The Flight Deck Diner will provide lunch, which is located across the parking lot from the Museum. Lunch choices include Chicken Salad, Turkey and Swiss Cheese, Tuna Salad, and Corned Beef Special Sandwiches or a Turkey BLT Ranch Salad. Please indicate your selection on the registration form. After lunch the bus will depart the Museum at 1:15 and arrive 15 minutes later at the Cape May Winery for a winery tour and wine tasting. The bus will depart the Winery at 1500 for the return trip to Resorts arriving at approximately 1600. The cost is \$52.00.

Event 3. **Visit to Historic, Patriotic Philadelphia.**

The bus will depart Resorts at 0845 on Wednesday, September 13th. First stop is the Ben Franklin Museum. After the museum tour it is a short 3-block walk to Independence National Historic Park. A guided tour of Independence Hall will be provided at 1200. The Liberty Bell is the next stop in historic Philadelphia. The bus will depart from Peoples Park, Independence Plaza, corner of Market and 5th Street at 1500 for the return trip to Resorts arriving at 1630. Lunch is on your own and is readily available close by from street vendors or local restaurants. Wear comfortable shoes, as some walking is required. The cost for the trip is \$34.00.

Event 4. **Reception at Margaritaville.**

We have reserved Margaritaville Restaurant located in Resorts at the Boardwalk for the Wednesday, September 13th reception. The restaurant is all ours from 1800 – 2200. The “gouge” is that Jimmie will be there. Dress is very informal and may include flight suits, shorts, slacks, wild “Hawaiian” shirts, flip-flops, anything you are comfortable in. Your night of enjoyment will include hamburger sliders, crab cake sliders, chef carved turkey breast, mashed potato bar, house salad, fresh fruit and a dessert station. A cash bar will be available and there will be reduced prices on draft beer and margaritas. This should be a fun filled evening. The cost is \$50.00.

Event 5. **Business Meeting.**

The annual Business Meeting will be on Thursday, September 14th, from 0800 – 1000 in the Horizon Ballroom. Coffee and a selection of pastries will be provided. An update of aviation programs will be presented along with an Air Station Atlantic City Air Interdiction Mission brief. The cost is \$5.00.

Event 6. **Visit Cape May Training Center, Physick Estate, and Take a Trolley Tour of Victorian Cape May.**

The bus departs Resorts at 10:15 on Thursday, September 14th, arriving at the Cape May Training Center at 11:15. Training Center Public Affairs Staff will provide a guided bus tour of the Training Center. The Harborview Club on base is the next stop for a hoagie lunch. You have the choice of Italian, Turkey and Cheese, or Cheese hoagies. Please indicate your selection on the registration form. At 1:15 the bus departs for the Physick Estate where you will board trolleys for the Cape May Victorian District Tour. The trolleys will return to the Estate for a tour of the Estate. The bus departs Physick Estate at 1500 for the return trip to Resorts arriving at 1600. The cost is \$47.00.

Event 7. **Awards Banquet.**

The Awards Banquet (coat and tie or SDB's) will be in the Ocean Ballroom overlooking the Boardwalk and Atlantic Ocean on Thursday, September 14th, from 1800 – 2200. Resorts will serve an excellent menu with choices of Roasted Chicken, Braised Short Ribs, Maryland Style Crab Cakes, or Pasta Primavera. Please indicate your selection on the registration form. The meal will include chef's choice of potato and vegetable, Cobb salad, and flourless chocolate cake. A bottle of red and a bottle of white will be on each table along with a cash bar throughout the evening. The cost is \$60.00

Event 8. **Air Station Picnic.**

Air Station Atlantic City will host a picnic on Friday, September 15th, starting at 1100 at the Air Station located at Atlantic City International Airport, FAA entrance. The picnic (casual attire) provides an excellent opportunity to meet the crew of Air Station Atlantic City and see all of the latest MH-65 aircraft. The cost is \$7.00.



Registration deadline is **7 August 2017** for tours and events. Hotel reservations must be made by 1700, 4 September 2017 to receive the Group rate.

Refunds –

The Registration fee is non-refundable. Full refunds for cancellations of trips received prior to 7 August 2017 will be issued. No refunds for trips will be issued after 7 August 2017.

Full refunds for cancellations of the reception and banquet received prior to 28 August 2017 will be issued. 50% refund for cancellations received on or after 28 August 2017 for reception and banquet to cover contractual obligations. Cancellations for personal emergencies or health reasons received on or after 28 August 2017 will be refunded to the extent possible.

Hotel reservations may be cancelled no later than midnight, the day prior to arrival. Cancellations after that time will forfeit one-night's room and tax deposit. Room reservations may be made on line at www.meetatresortsac.com/vcgaa17 or by phone: 1-888-797-7700 and provide the group code VCGAA17 to get the group rate.

Questions – Contact Dale Goodreau by email at roostregistration@cgaviationassn.org or by phone 609-379-5833.

See you at “The Shore” in Atlantic City!

Coast Guard Aviation Association Roost 2017 - Atlantic City

Name

Ptero Number

Guest Name(s)

Street Address

City, State, Zip

Phone

Email

Handicap: Yes or No (Circle One)

Other Special Needs

ROOST EVENTS

Tuesday 12 September

B and B (Beach and Boardwalk)

Cost per Person

Free

Number of Persons

Total Event Cost

Wednesday 13 September

Event 1: Golf Tee time 0800 Shotgun

Preferred teammates: (Note: There is no cost for choosing your golf team, so up to four names can extend across through the "Total Event Cost" column.)

Cost per Person

\$36

Number of Persons

Total Event Cost

Rental Clubs

\$20

Event 2: NAS Wildwood Museum/Winery

\$52

Bus departs 0900 Lunch - Flight Deck Diner -

Select

Chicken Salad

Tuna Salad

Turkey and Cheese

Corned Beef Special

Turkey BLT Ranch Salad

Bus departs Winery at 1500

Event 3: Historic Philadelphia

\$34

Bus departs 0845 - Ben Franklin Museum/
Independence Hall

Bus departs Philadelphia 1500

Continued on next page



| | | | | |
|---|---------------------------|-----------------|---------------------------|------------------|
| Event 4: Reception Margaritaville 1800-2200 | | \$50 | Number of Persons | Cost |
| Includes sliders, turkey breast, fruit, salad, desserts | | | | |
| Thursday 14 September | | Cost per Person | Number of Persons | Total Event Cost |
| Event 5: Business Meeting 0800-1000 Horizon Ballroom | | \$5 | | |
| Event 6: Tracen Cape May and Physick Estate/Trolley Tour | | \$47 | | |
| Bus departs 10:15 | | | | |
| Lunch at the Tracen Harborview Club - Select Hoagie | | | | |
| Italian Hoagie | | | | |
| Turkey and Cheese Hoagie | | | | |
| Cheese Hoagie | | | | |
| Bus departs the Estate at 1500 for Resorts | | | | |
| Event 7: Awards Banquet 1800-2200 Ocean Ballroom | | | | |
| Select Meal | Roasted Chicken | \$60 | | |
| | Braised Short Ribs | \$60 | | |
| | Maryland Style Crab Cakes | \$60 | | |
| | Pasta Primavera | \$60 | | |
| Friday 15 September | | Cost per Person | Number of Persons | Total Event Cost |
| Event 8: Air Station Picnic 1100-1400 | | \$7 | | |
| Registration Fee: | Non-refundable | \$35 | No charge for Active Duty | |
| | | | Total Cost | \$ |

Payment Options: (**7 August 2017 - tour/event deadline**)

PREFERRED: Register online at <https://aoptero.org/index.php/roost/roost-registration>

Or mail this form with a check payable to: **Coast Guard Aviation Association, P.O Box 65, Marmora, NJ 08223**



The Registration fee is non-refundable. Full refunds for cancellations of trips received prior to 7 August 2017 will be issued. No refunds for trips will be issued after 7 August 2017.

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Hotel reservations may be cancelled no later than midnight, the day prior to arrival. Cancellations after that time will forfeit one-night's room and tax deposit.

Ancient Albatross #25 Letter to Pteros



Good Day fellow PTERO's! Writing from our Nation's Capital where summer has definitely arrived. However, the heat here is not bad compared to Arizona where I travelled with a team from CG Aviation Forces last week to observe Customs and Border Protection (CBP) Land-Based Unmanned Aircraft Systems

(UAS) operations. The purpose of our visit was to observe, first hand, the multiple elements required to bring this capability to bear on CG missions.

As many of you are aware, CG Aviation has been involved in UAS operations via a Joint Program Office with Customs and Border Protection for a decade. We have CG UAS pilots and sensor operators actively engaged in operating land based UAS executing both land and maritime missions. We received funding in FY17 to further R&D for additional application of these systems to CG missions. Our aircrews are fully integrated with CBP and these joint operations and experienced aircrews will serve as a great foundation as we move forward to employ this capability to address our increasing surveillance requirements.

In addition, we deployed a Small UAS aboard CGC STRATTON this year. Their patrol was very successful in proving how unmanned capability can integrate with our Fixed Wing, Cutter, HITRON, and Over The Horizon (OTH) boats, to prosecute

counter smuggling operations. There will be more of these deployments in the future as we continue to develop our tactics, techniques and procedures. Adopting these capabilities will supplement our tried and trusted fixed wing and helicopter operations that are critical to our unprecedented success in narcotics interdiction missions. I don't foresee these systems replacing our multi-mission, manned aircraft and the incredibly professional aircrews who fly them. Rather, I see them as a key enabler that will serve as a force multiplier across the spectrum. There is a lot of work ahead of us as we continue to adopt new technologies. But just as we have for over a hundred years, I'm confident our crews will succeed. Thank you for preserving our history as we continue to write it! Semper Paratus. VADM Charlie Ray AA#25



Plan One, Acknowledge and the Coast Guard's Military Baptism of Fire

By William H. Thiesen, Ph.D., Coast Guard Atlantic Area Historian

Were such a reminder necessary, I feel sure that the splendid record of its forbear, the Revenue-Cutter Service, in all the previous wars in which this country has engaged, would serve as an incentive to the officers and men of the present Coast Guard to maintain unsullied its past reputation for heroic deeds in battling the Nation's enemies.

Treasury Secretary William McAdoo



Official photo of Sec. of Treasury, William G. McAdoo, who served during the 1917 transfer of the CG to the U.S. Navy. (Photo courtesy of Library of Congress)

McAdoo wrote the words above to U.S.C.G. Commandant Ellsworth Bertholf on Friday, April 6th, 1917, the day Congress declared war on

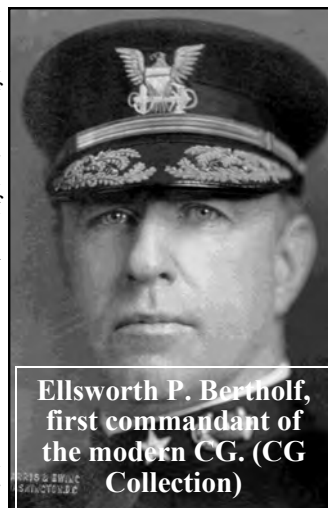
Germany. That same day, the U.S. Navy's communications center in Arlington, Virginia, transmitted the code words "Plan One, Acknowledge" to CG cutters, units and bases throughout the United States. This coded message initiated the Service's transfer from the Treasury Department to the Navy placing the Service on a wartime footing.

Prior to World War I, President William Taft's administration had nearly disestablished the U.S. Revenue Cutter Service, the Coast Guard's predecessor service, as a cost-cutting measure. Taft proposed to dismantle the Service and distribute its assets and missions between the Navy and other federal agencies. But contemporary events convinced American political leaders to scrap this plan. In April 1912, the Royal Mail Ship *Titanic* struck an iceberg and sank in the North Atlantic. The accidental sinking of this "unsinkable" passenger liner and the consequent loss of life shocked the public on both sides of the Atlantic, initiating the 1913 Safety of Life at Sea Convention in England and the establishment of the International Ice Patrol. Originally supported by the Navy, this patrol tracked icebergs and reported their location to ships in the North Atlantic. Soon after the establishment of the International Ice Patrol, the Navy could no longer spare ships for

patrols, so the Revenue Cutter Service assumed the duty.

In 1914, another Service-related event took place when war erupted in Europe. As the conflict spread to other parts of the globe, President Woodrow Wilson saw the benefit of retaining the Revenue Cutter Service as an armed sea service. And, when combined with the U.S. Life-Saving Service, the assets and personnel of the two agencies would prove effective in guarding the nation's shores both by land and at sea. On January 28th, 1915, President Wilson signed the "Act to Create the Coast Guard," combining the Life-Saving Service and the Revenue Cutter Service into one agency. The act went into effect on January 30th, establishing the US CG as a military agency that would serve as a branch of the Navy during conflicts.

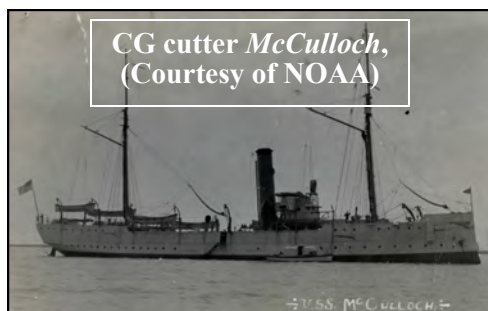
After the Coast Guard's formation, it became clear that the Service would play a vital role in future U.S. naval operations. From 1915 through early 1917, the Navy and Coast Guard collaborated to develop mobilization plans transferring the Service from the Treasury Department to the Navy in time of war. In early 1915, Commandant Bertholf began meeting with his Navy counterparts and developed a twenty-page report that evolved into the confidential document "Mobilization of the Coast Guard when Required to Operate as a Part of the Navy." This document included the Coast Guard's "Mobilization



Ellsworth P. Bertholf, first commandant of the modern CG. (CG Collection)

Plan No. 2" for combining the two services in peacetime and "Mobilization Plan No. 1" for combining the two services when war was declared.

Soon after the Navy transmitted the April 6th "Plan One, Acknowledge" message, the Coast Guard answered the call. For example, at 6:00 pm, San Francisco-based cutter *McCulloch* received telephone instructions from her division commander to put into effect Mobilization Plan Number One. By 7:25 pm, the cutter received a similar "ALCUT (all cutters)" message from Coast Guard Headquarters. In response, the *McCulloch* transmitted to the local Navy commander a coded radiogram reading "Commanding Officer, U.S.S. OREGON. Mobilization orders received. Report MCCULLOCH for duty under your command." In addition to *McCulloch*, nearly fifty cutters and 280 shore installations came under Navy control.



CG cutter *McCulloch*,
(Courtesy of NOAA)

World War I proved the first true test of the Coast Guard's military capability. During the conflict, the Service performed its traditional missions of search and rescue, maritime interdiction,

law enforcement and humanitarian response. Meanwhile, the Service undertook new missions of shore patrol, port security, marine safety, and convoy escort duty while playing a vital role in naval aviation, troop transport operations and overseas naval missions. By war's end, these assignments had become a permanent part of the Coast Guard's defense readiness mission.

The war cemented the Service's role as a military agency. Nearly 9,000 CG men and women would participate in the war. This number included over 200 CG officers, many of whom served as warship commanders, troop ship captains, training camp commandants and naval air station commanders. In all, Coast Guard heroes received two Distinguished Service Medals, eight Gold Life-Saving Medals, almost a dozen foreign honors and nearly fifty Navy Cross Medals, dozens more than were awarded to Coast Guardsmen in World War II.

World War I also served as a baptism of fire for the CG. During the war's nearly nineteen months, the Service would lose almost two hundred men and five ships. These ships included two combat losses. On August 6th, 1918, U-140 sank the Diamond Shoals Lightship after her crew transmitted to shore the location of the marauding enemy submarine, but no lives were lost. However, on September 26th, 1918, after escorting a convoy from Gibraltar to the U.K., Cutter Tampa was torpedoed by UB-91. The cutter quickly sank killing all 131 persons on board, including four U.S. Navy

men, sixteen Royal Navy personnel and 111 CG officers and men. It proved America's greatest naval loss of life from combat.

In the years following the war, the CG would develop into a robust military agency. Prohibition saw the Service become the lead agency fighting the "Rum War," increasing the Coast Guard's size and technological sophistication. In this war against liquor smugglers, the Service operated thirty-one of the Navy's four-stack destroyers. It was the first time in history that CG crews had manned Navy warships. Prohibition also saw the first congressional funding for Coast Guard aviation to help fight the rumrunners; and, the establishment of the CG Intelligence Office, a leading Federal intelligence branch that would also decipher enemy codes in World War II. And, 1932 saw the completion of the modern CG Academy, which produced many of the Service's combat leaders of the Second World War.

World War I would prove the first true test of the modern Coast Guard's military capability. This baptism of fire also cemented the Service's place among American military agencies and prepared it for the challenges it would face in World War II.



MH-65 CGNR 6549 20th Anniversary Ceremony Held



AMT3 Jaykob Reed carries a memorial wreath past family members of the fallen flight crew at the memorial service. (Photo by PO3 Sarah Wilson (D11))

and dedication to helping others, three traits embodied by all crew members on the 6549."

Following the memorial, a Coast Guard helicopter crew laid a wreath at sea near the location of the crash.

The crew of CG Sector Humboldt Bay held a memorial service on 8 June in remembrance of the crew of MH-65 CGNR 6549 that crashed 20 years ago during a search-and-rescue mission.

The ceremony paid tribute to the two pilots and two crewmembers who lost their lives during an effort to save five mariners stranded on a Canadian sailing vessel during a storm. LT Jeffrey F. Crane, 35, of Marshfield, MA; LTJG Charles W. Thigpen IV, 26, of Riverside, CA; AMT3 Richard L. Hughes, 33, from Black Canyon, AZ; and AST3 James G. Caines, 26, of Hinesville, GA, died in the line of duty.

"Flying helicopters is dangerous in any weather," said RADM Todd Sokalzuk, CG 11th District commander, during the ceremony. "Doing so in the extremes we regularly ask of our CG crews requires courage, skill

Memorial Day Wreath Laying



USCG Auxiliary Flotilla 46 - Cape Ann carried on the tradition of sponsoring a wreath laying at the CGAS Ten Pound Island plaque on Memorial Day. See related story on P. 24 of Pterogram 2-16.



Air Station Corpus Christi

By Ptero LT Karl N. Alejandre,
Aviator 4633



Corpus Christi, the Sparkling City by the Sea, is home to Sector/Air Station Corpus Christi. The unit's AOR spans from the Colorado River, located between Houston and Corpus Christi, south to the Rio Grande, marking the U.S. border with Mexico. The unit is extremely unique in both its design and mission set: it is the only dual airframe combined Sector/Air Station in the entire Coast Guard, responsible for every statutory mission except for ice operations. Three HC-144A airplanes and three MH-65D helicopters provide constant coverage of the Gulf Coast.

Over 700 active duty and reservist members work at Sector/Air Station Corpus Christi and its 15 outlying units. No matter the mission, the unit takes pride in its strong bias for action.

The combined design of Sector/Air Station Corpus Christi had its origins in 1980 when it was a Group/Air Station. After the terrorist attacks of September 2001, the Coast Guard underwent organizational changes and the unit was commissioned as Sector/Air Station Corpus Christi in May 2005. The success of the unit's combined design is perhaps best demonstrated by its 2016 accomplishments. Sector assets responded to 275 SAR cases, which resulted in 465 lives and \$1.5 million of property saved or assisted. On the law enforcement side, 45 vessels illegally fishing in the U.S. waters were interdicted, 21 miles of illegally long-line gear were removed, and over 1,400 pounds of red snapper and shark were seized or released. Meanwhile, the teamwork among all the unit's shore side, surface, and aviation personnel ensured the steady flow of \$56 billion in maritime commerce.

The unit's complement of three fixed and three rotary wing aircraft guarantee a quick response time and versatility across multiple missions. In March 2016, an MH-65 crew played a leading rescue role when a vessel with eight people onboard capsized in the unusually rough waters of Corpus Christi Bay. The MH-65 crew flew through diminishing atmospheric

In addition to SAR, the unit is equally ready to engage in law enforcement. Over 2,400 hours were flown in 2016 to stop illegal transnational crime that threatens our national security and depletes our living marine resources. The HC-144 is at the forefront of this effort, and one case in particular exemplifies the unit's strong law enforcement posture. In August 2016, an HC-144 crew detected three Mexican fishing vessels – known as lanchas – using the cover of night to illegally fish in the U.S. Exclusive Economic Zone. The HC-144 crew used a cutter and two small boats to advance covertly on them. As soon as the lanchas realized their predicament, they began to flee; however, the boat crews pursued and stopped them. This resulted in an unprecedented triple lancha seizure, the



The Lancha Catch.

removal of two miles of illegal long-line gear, and the apprehension of 13 illegal fishermen.

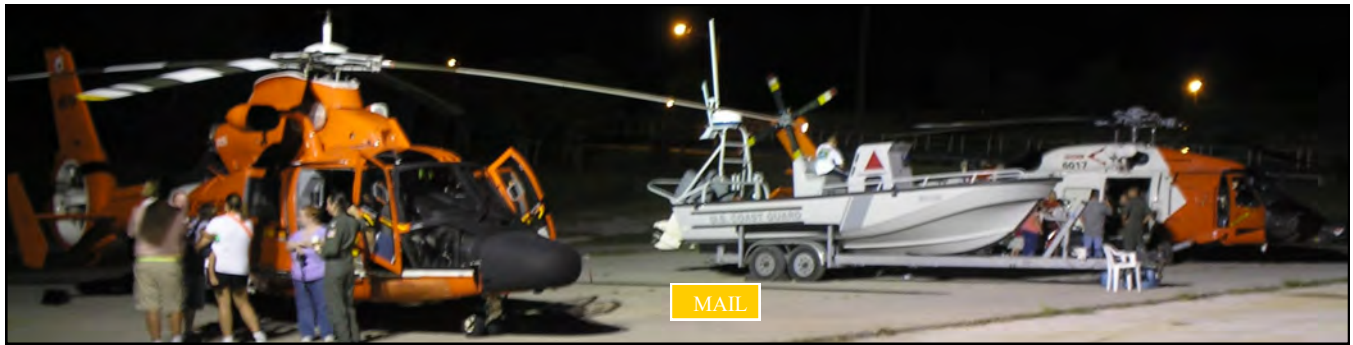
The unit is very excited to consolidate its two geographically-separate locations – one at NAS Corpus Christi and the other downtown – into a brand-new Coast Guard hangar being constructed at Corpus Christi International Airport. The move will start this August with hopeful completion by October. The new hangar will be able to easily fit all six aircraft, have an extended aircraft ramp, feature a commercial grade galley, and have on-site duty rooms. Plus, the hangar move from the seawall at NAS Corpus Christi to an inland location is expected to reduce airframe corrosion. Sector/Air Station Corpus Christi will continue to stand the watch along the South Texas Gulf Coast during its transition and for many more years to come.

P.S. You can follow us on Facebook at U.S. Coast Guard Sector Corpus Christi. Also, please email LT Karl Alejandre at Karl.N.Alejandre@uscg.mil if you would be interested in attending the ribbon cutting ceremony of the new hangar.



conditions at nighttime and quickly located the silhouettes of a mother and father who had been clinging to a life vest for seven hours, holding their small child above the water. The crew deployed its rescue swimmer to the family and ensured the mother was safely hoisted to the helicopter and transported to a nearby hospital. Meanwhile, the rescue swimmer transferred the father, child, and another survivor to a Fire Rescue boat, resulting in a total of four lives saved.





Mail Call! This issue's mail is brought to you by an HH-65A & HH-60J on the ramp at AVDET Guantanamo Bay, Cuba in the early 2000's. (Photo courtesy of Ptero Mont Smith)

AVDET GTMO Memories

Seeing the picture of Aviation Detachment Guantanamo Bay evoked some good memories. We established the AVDET from CGAS Clearwater under the auspices of D7 in early October, 1981 after discussions with CGAS Miami and CCGD7(O). The original operational concept was generated by President Reagan's strategy to intercept and board Haitian Migrant vessels in or around the Windward Pass between Cuba and Haiti. Operational control was vested in a 378' High Endurance Cutter loitering in the pass, supported by daily patrols flown by an HC-130B staged at NAS Leeward Point at GTMO. Two HH-52As were also assigned to the mission – one to be deployed aboard the cutter and a second in reserve ashore at NAS Leeward Point. They changed out weekly. The President's strategy included a federal magistrate on board the cutter. When a migrant vessel was detected and boarded, the status of all aboard was decided then and there. The Haitians could be only one of two things, either a bonafide political refugee or an illegal "economic migrant" bound for the United States. Plenty of the latter had washed ashore drowned on Florida beaches after unscrupulous human traffickers showed them the city lights of Miami Beach and told them they could wade to the promised land. The political refugees were taken aboard the cutter and the boats were directed to return to Port au Prince.

The AVDET consisted of myself as aviator-in-charge, an AMC, a YN2, an SK3, and an RM3 in the Transportable Communications Center (TCC) van. The first HH-52As were embarked from CGAS Savannah and CGAS Miami. By Christmas 1981, CGAS Brooklyn and CGAS Houston supplied helos and crews. Weekly change-out of C-130s and crews from CGAS Clearwater filled out the complement. LT Len Deutsch-

man of Clearwater assembled an HH-52A CG-298 allowance identical to the Helicopter Support Kits (HSKs) used by the Icebreaker Section in Mobile and set it up on storage racks in a warehouse borrowed from the Navy. The CO at NAS Leeward Point also directed us to set up aircraft parking, refueling and maintenance in a tiny ordnance shack on the NW corner of the apron. CDR Jim Sutherland acted as our "program manager" at D7 (logistics, USN/USCG relations, communications and coordination). AMC Wally McCord from CGAS Corpus Christi was the backbone of our deployed maintenance operation.

Most of my memories are pleasant ones. True, there were several miscreants in our ever-changing cadre requiring disciplinary action. I did not have UCMJ authority over my crew so I exercised a bit of guard-house justice with the support of my CGAS CO, CAPT Bob Whitley. Thankfully, I had earned the undying gratitude of a USMC 1/LT who commanded the Leeward Point Ground Defense force – a reinforced platoon that manned many of the 40 miles of guard towers in "no-man's land" surrounding GTMO. I awoke every morning in the BOQ and while brushing my teeth looked out at a Cuban heavy machine gun pit about 200 yards distant.

Among my humorous memories are the following:

At the insistence of the NAS Leeward Point XO, I attended weekly department heads meetings, as did a USMC Gunnery Sergeant. At one point, the XO leaned toward the Gunny and said, "I want the red and yellow paint on the iguanas at the recreation beach removed!" At this point, I covered the smirk on my mouth with a cupped hand until the XO turned to me and said, "...and Mr. Smith the CO would like the CG Sand Crab stencil removed from the center of the outdoor movie screen, pronto!" (we painted the stencil inside the landing gear doors of every aircraft that visited the ramp).

There was an enlisted club in an old Quonset Hut down the street from the barracks called "The Leeward Pointer." On weekend nights it was full of Navy,

CG, and Marine guys and gals on "liberty." I got a call from the Gunny one Sunday morning to let me know that a Navy guy and a Coastie from the AVDET were liquored up and ready to pound each other's lights out the night before. Suddenly, a group of Marines grabbed the Coastie and hustled him out the door. As it turned out, they were grateful for being dropped off in Kingston, Jamaica by my C-130 crew for an occasional RON, and they had become quite loyal to the CG.

One day, the XO at NAS Leeward Point told me both of his twin-engine UH-1 helicopters were grounded for maintenance. He asked if our shore-based HH-52A could stand the watch as the daytime "minefield maintenance" ready helicopter. I inquired as to the nature of this assignment. It seems the Marine engineers were in the world's largest minefield every day tweaking the anti-tank and anti-personnel mines. They usually went in with two-man groups. If a mine should blow, and there was anything left, it was the job of the helicopter to hover and hoist down a technician to recover the remains. Having been an HH-52A pilot, I patiently explained to the XO that there was a reason why the Hueys had two engines – so they could fly away if they lost one in a hover. The HH-52A pilot would have to execute a hovering autorotation to a hard landing on top of an anti-tank mine! I turned the mission down.

Below is a picture of a hand-made plaque presented to me by the AVDET crew in late December 1981. It says something like

"presented to the King Crab who was the link that held it all together." This was patently untrue. The credit belongs to all who supported AVDET GTMO through the years. Ptero Past Prez Mont Smith, Aviator 1520

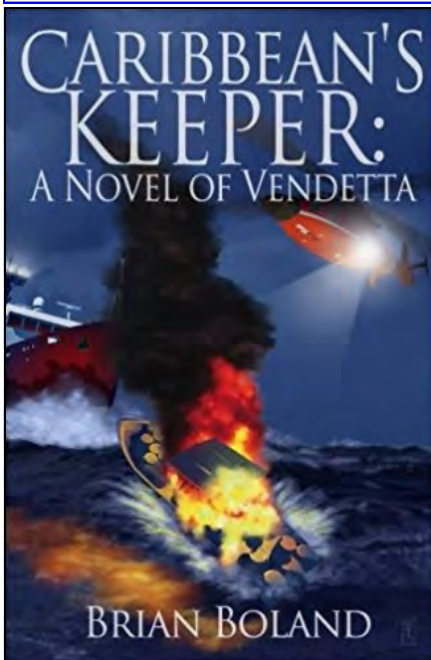


Why I Joined the Pteros

[When recently asked by a 'seasoned' member of the CGAA why he decided to sign up for a 'life' membership in our organization, this is what a junior CG aviator said...Ed]

I would say I joined the Ptero's after I received the Frank Erickson Rotary Wing Award at Cape Cod (in 2014) and got experience firsthand at the Roost. I was absolutely blown away by the camaraderie and awesome people I met there. The biggest shame was not enough "younger" guys were there to hear all of your generation's ridiculous stories that definitely don't occur now. It was also neat to meet the people that "created the rescue swimmer program", the first CG astronaut, and the list goes on. They cared about me. I wanted to be a part of that fraternity, so I became a lifetime member! Hopefully, someday when I'm not so busy, I'll be able to attend another roost and meet you!

Ptero Brian Boland, Aviator 3951, Pens Novel



This debut thriller takes you onto a cutter fighting drug runners at sea--and into the terrifying world of modern-day pirates...Cole Williams seemed born to the sea, racing sailboats and crewing yachts during his time as a cadet at the CG Academy. But, when he reports aboard a cutter patrolling the Caribbean, nothing he does seems to please the command, and his attempts to do the right thing always seem to land him in hot water. At the end of a cruise in on which he served during open ocean rescues and in hot pursuit of drug runners, Cole is unceremoniously kicked

out of the CG for what the command deems reckless behavior and a bad attitude. That's when a dejected and disillusioned Cole decides to go rogue--and make a few runs for the druggies he's spent so long chasing. Through devious and dangerous twists and turns, Cole shifts from modern-day pirate to criminal fugitive--and ultimately, must choose between staying on the wrong side of the law or taking a deadly risk for the Joint Task Force charged with stemming the flow of illegal narcotics. While seldom in the headlines, the southern border of the United States has been a battleground for decade, and the men and women of the CG have fought many a battle to keep lethal substances off the streets. Brian shares a story born from more than a decade of experience fighting the war on drugs.

Brian Boland is a 2003 graduate of the CG Academy and holds a Master of Arts in Military History from Norwich University. After an initial assignment at sea, he completed Naval Flight Training and, in 2008, was designated a CG aviator. With more than a decade of operational experience, he has deployed extensively throughout the Caribbean, Central America, and the eastern Pacific, supporting search and rescue, migrant interdiction, and counter-narcotics missions.

The book is available via Amazon, Kindle, Barnes and Noble, and IBooks. \$15.99 for print and \$5.99 for the Kindle edition.

CG Aviator Receives Daedalian Award By PA3 Lauren Steenson

It's a story that sounds as if it were pulled right from the movies. High winds, rough seas, a rescue helicopter low on fuel and a crew determined to save a life. But the danger was real for the AirSta Kodiak MH-60 Jayhawk helicopter crew on a mission to save the life of a cargo vessel crewman.

The crewman was on board the Tianjin Pioneer, a 600-foot cargo vessel 92 miles north of Adak, Alaska, and had sustained life-threatening injuries while working in heavy seas. The duty flight surgeon recommended a medevac to bring the man to a higher level of care as soon as possible.

"Just answering my phone is the reason I was involved in that rescue," said Lt. Paul Johansen, Aviator 4254, the helicopter's pilot. "It was the day after Thanksgiving. I was at the movie theater with my family and got word from work saying there was a case brewing out near Adak and asked if I could come in. I said sure. That's what anybody does who gets that call."

Johansen and his crew, co-pilot Lt. Matt Keiper, flight mechanic PO2 James Rizer, rescue swimmer PO2 John Kreske, and flight medic PO3 Christine Parham, flew to

Cold Bay, AK in a Kodiak C-130 to take control of the Jayhawk they would be flying on the long mission. He said every decision and action was a team effort.

"The decision-making process was very discussion oriented. It wasn't me, as the aircraft commander, making the decisions. It was us feeding information to each other and then collectively making decisions, which is how we typically operate," said Johansen. "I had a very experienced aircrew. So making those decisions was very easy. They have a lot of good input and they were comfortable with the decisions we were making, with the fuel situation, with options to land. I ultimately own the decisions as the aircraft commander, but all the decisions were made as a team after a lot of good discussions. When you're flying for six hours, you've got nothing to do but talk to keep each other awake."

The crew departed Cold Bay and headed to Dutch Harbor around 10:30 p.m. The winds were whipping at 75-mph and visibility was next to nothing. They loaded as much fuel as they could put in the aircraft to fight the winds and make it to Adak, an island positioned nearly at the end of the Aleutian Chain.

"Typically, we would have enough fuel to do this mission out of Dutch Harbor, be able to spend an hour or two on scene with the boat, and get back to Adak," said Johansen. "With the winds off our nose the whole transit between Dutch and Adak, we were critical for fuel." "It was uncomfortable. We were trying to figure out at what point do we say we can't make it? We were constantly recalculating our fuel and realized we would make it to Adak right at 600 pounds," said Johansen. "We flew over the boat to assess the situation, and then landed in Adak around five in the morning. At this point, it's been about 11 hours since we started the mission, and we had 6.1 hours of flight time on us." Aircrews have a rule that if they land with over six hours of flight time, they cannot fly again until after a certain amount of rest to prevent crew fatigue. Johansen requested a flight waiver from the commanding officer in order to continue the mission.

"Since the mission was urgent and this guy was in bad shape and needed to get off the boat, the only other option was for us to rest for 12 hours to reset," said Johansen. "That would not bode well for him, so the CO gave us the green light to go back out."

By approximately 6 a.m., it was pitch black with 25 to 30-foot seas- a typical [See **Daedalian Award** on P. 19]



Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2017 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

Honor Graduate

AMT3 Isaiah D. Kearns
AST3 Joseph T. Keefe
AMT3 Patrick M. Ternasky

Assignment

Barbers Point
New Orleans
Barbers Point

Honor Graduate

AMT3 Colby L. Smith
AET3 Peter A. Sammet

Assignment

Barbers Point
Miami



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.

4682 Cody W. Eager
4684 John M. Campbell
4686 Juliana V. White
4688 Jonathan S. Sapundjieff
4689A Augustine B. Castronovo
4690 Mark R. Currier
4692 Erin A. Nolan
4694 Conor D. Breckenridge
4696 Thomas T. Warren
4697 David J. Lee
4699 Nicole M. Webber
4701 Keith G. Arnold
4703 Davis J. Bradley
4705 Conor C. Lee

Assignment

Clearwater
New Orleans
Miami
Borinquen
San Francisco
Corpus Christi
Traverse City
Barbers Point
Miami
San Francisco
North Bend
Elizabeth City
Clearwater
Atlantic City

CG Aviator Nr.

4683 Christopher J. Guernsey
4685 Bradley J. Parker
4687 Mark A. Bonner
4689 Andrew K. Lucak
4689B Benjamin M. DeGroot
4691 Evan C. Swinghamer
4693 Carolyn S. Mahoney
4695 Ronald T. Stephens, Jr.
4696A Zachary Mauss
4698 Nathaniel A. Giorgio
4700 Eric M. Ferree
4702 Riley A. Beecher
4704 Kevin Dwyer
4706 Kelcey L. Smith

Assignment

Traverse City
Clearwater
Savannah
Barbers Point
North Bend
Barbers Point
New Orleans
Clearwater
Detroit
Atlantic City
Barbers Point
Miami
Miami
Port Angeles



CAPT Frank Erickson

The Spring 2017 Pterogram caught my eye with its extensive treatment of Frank Erickson and the 113th anniversary of controlled flight. Before we moved to Texas a few years ago, we resided in Kitty Hawk, NC and, in fact, are the proud owners of a brick at the Monument to Flight at milepost one there.

But I really want to tell you about my association with Frank Erickson, not a true professional association but one of which I have come to be rather proud.

Many years ago, 1969-71, I was CO in CGC Valiant in Galveston, TX. A local retired CG officer, Frank Erickson, used to visit the ship occasionally, sometimes bringing along a grandson. He was obviously a humble person, as I had to ask around about him to find out just who he was. It may have been Leo Bracken, the Base Galveston CO, or possibly someone at CGAS Houston who clued me in, but I finally did determine that, although he was not Elmer Stone, he was the next best thing. He was always interested in what we were doing. Curiously, that grandson may possibly be the person pictured in the article all these years later. I believe Frank Erickson is buried here in Galveston County and I may one day visit the site, just as one day I hope to visit South Georgia Island and the grave of Sir Ernest Shackleton, another hero.

I am strictly a black shoe whose membership is CG1426-based. That machine was not at CGAS Houston when we used to work with them regularly, but when I read about the project I felt compelled to be a part of it. Keep up the good work.
Ptero George L. Rettie (P-4013)



Above the Fog

... "When you've sweat till you were salty

From the concentrated strain
On the instruments for hours
Fighting static, ice and rain,
With your gas tank going empty
And the world fogged in below
And the nearest open airport
Further on than you can go,
If you've trimmed your ship for mush-
ing
Through a hole that's not a hole
And to the last split second
Of the crackup, kept control,
You'll have learned the use of courage
And won't bother to demur
When some kiwi calls a pilot
Just a glorified chauffeur.

From 'Wing Tips,' the Annual Handbook of the Aviation Cadet Regiment, NAS Pensacola, 1943

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

☐ New Member ☐ Renewal ☐ Update Information

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

CHECK BOX(es) IF Spouse, Phones or Emails NOT to be listed in Directories

Spouse: _____ ☐ TP Res. () _____ - _____ ☐

Email Res. _____ ☐ TP Work () _____ - _____ ☐

Email Work: _____ ☐ TP Cell () _____ - _____ ☐

Sign me up for:

☐ Life Membership **\$250** (includes a Ptero Pin)

☐ Annual Membership **\$35** (*Active Duty \$20*)

To activate your access to the members-only area on the web site, mail-in registrations must send an email to webmaster@cgaviationassn.org and request access to the members-only area. Be sure to include your full name and email address. Members who join/renew online automatically have access to the members-only area.



\$20 + UP

For many years, the "Ptero Store" has operated out of Ben's basement, making an annual appearance at the Roost and filling the occasional mail order. To keep up with demand, the Ptero Store has been moved to an online



specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia representing the "Pilots", "Aircrew", and "Rescue Swimmers", can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the "Store" tab at either <https://aoptero.org/> or <http://centennial-cgaviation.org/> and you can even pay by check if you don't like using credit cards on the internet.

Please check all below that apply:

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

☐ CG Aviator (Data if known:) ☐

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served: _____

_____ to _____

☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

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

Jun 2017 Please make copies of this form and pass it on.

Total Enclosed: \$

Daedalian Award FROM 17

setting in November for Alaska's open ocean. They reached the Tianjin Pioneer. Still battling strong winds, Keiper, in the pilot seat on the right side, steadied the helicopter above the swaying ship while Rizer lowered Kreske down the cable to the deck.

"During the litter recovery in 63-mile-per-hour winds and 30-foot seas, we were moving around a lot. As Rizer picked the litter off the deck with the hoist, Kreske was holding it, but we drifted aft," said Johansen. "It dragged the litter into the handrail on the side of the ship. Kreske used every bit of strength he could to keep that thing from getting caught in the rigging and then let it go once it cleared- to much risk of his own, because he's getting dragged toward the side of the ship. If he goes

overboard, it would be very, very challenging to get him back in the aircraft." Once the patient was safely aboard, they recovered Kreske and landed back in Adak with approximately 7.2 hours of total overnight flight time for the mission.

The distance from Kodiak to Adak is nearly half the distance across the continental United States. Johansen said that shows the gravity of how big the area of responsibility is for Air Station Kodiak. Medevac crews get called on a handful of Adak cases each year, and each one is conducted a little bit differently based on the details of the case and lessons learned from past cases.

Two MH-60 crews are sometimes sent on one mission for self-rescue. If something happens to one crew, the other crew is there to back them up.

Due to crew availability, the Tianjin Pioneer case sent the C-130 crew for support.

"The C-130 crew did a great job flying into Adak through challenging weather. Adak is no joke," said Johansen. "While we were there, a man had a heart attack. The C-130 crew ended up taking on a second patient. Both Parham and Kreske stayed with the patients on the C-130 to Anchorage. They landed there around one in the afternoon; so that was a long, long mission for those two."

For his role in the dangerous rescue, Johansen received the Order of Daedalians CG Exceptional Pilot Award in Washington D.C., April 8, 2017.



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MAIL Pg. 16

THAT'S NOT ALL !!



**New Plaque Mounted in Erickson Hall at ATC Mobile.
See Story 'So That Others May Live' on P. 4.**

