



PTEROGRAM

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

Sitrep 2-18 Summer 2018

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

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Ancient Albatross #25, VADM Charlie Ray, Av. 2311, Becomes CG Vice-Commandant



Coast Guard Commandant Adm. Paul Zukunft looks on as Adm. Charles Ray (l) thanks Adm. Chuck Michel for his service as the 30th vice commandant of the Coast Guard during the vice commandant change of watch ceremony at Coast Guard Headquarters in Washington, D.C., May 24, 2018. CG photo by PO1 Patrick Kelley. [See story on P. 3...Ed]



Pforty-second CGAA Traverse City Roost is on the Horizon



Our next CGAA gathering honoring the CO Ptero CDR Nathan Coulter, Av. 3406, and the men and women of Air Station Traverse City will be on 6-9 September. The Roost Core Committee (Pteros Mark Benjamin, Aviator 1665, VADM John Currier, Aviator 1877, Tom Haase, Aviator 1948, & Tom Allard, Aviator 1741) and the fellow members of their bi-monthly Traverse City Ptero breakfast meeting of former Coast Guard aviators and other friends have planned an outstanding Roost chock full of celebrations and local excursions! We will gather at the Great Wolf Lodge. Please see Page 7 for excursion and registration info.



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 2018, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 23 or the website. MOVING?? Please let us know.
<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: Since our last Pterogram, the National Naval Aviation Museum has finished the restoration of HH-3F CG-1486 and it is now on display just outside the picture window near the interior CG exhibit. Our membership was incredibly responsive in providing the necessary financial support to CGAA so that we could make a donation to the museum for the restoration effort.

Our Ancient Albatross, Admiral Charlie Ray, has joined the elite club occupied recently by VADM's retired, John Currier, Vivien Crea, and Terry Cross as serving as Vice Commandant. Congratulations are in order.

Jay Crouthers has been working hard with Lorie Stout to ensure the Ptero Store has an interesting collection of attire and memorabilia. Please see his article in this issue.

This year's roost in Traverse City should be a wonderful event and I hope to see many of you there. Let's celebrate the 75th anniversary of Naval Helicopter Aviation!

Fly Safely! Jim Van Sice

Taps

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

Thomas L. Wedgewood, 755, 8/10/17

George Watson, P-2423, 10/23/17

Mary Whitley (Spouse of Ptero Robert E. Whitley, Jr., 848), 1/27/18

Ann Murphy (Spouse of Ptero Billy Ed Murphy, 826) 4/24/18

John Bastek, P-4030, 2/21/18

Darryl Hannon, 1232, 12/27/17

Edward J. Van Dusen, 2975, 5/10/18

Gennaro S. Duca, 770, 2/17/18

Leslie D. Maxim, P-3020, 5/18/18

James T. Marcotte, 1363, 5/28/18

William T. Douglas, 2670, 6/6/18

RADM Edward Nelson, Jr., 715, 6/5/18

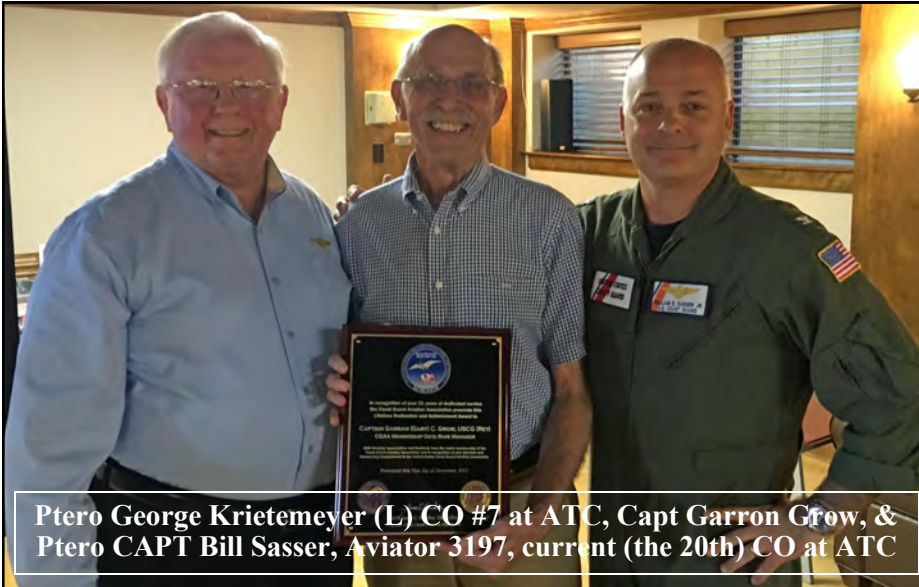
Warren H. Madson, 934, 6/15/18

New CGAA Members Since 10/1/2017. Welcome Aboard!

Jeff Amatrudo	P-4789	Life, Associate
Walter H. Beckwith	2434	
Matthew Berlingieri	P-4779	
James Catrett	P-4766	Associate
Thomas G. Cowell	3590	Life
Samuel David	P-4772	
Dwight Deneal	P-4783	Associate
Charles Dewey	P-4783	
Forrest (Eric) Erickson	P-4813	Life
Kent W. Everingham	3225	Life
Kalena Exner,	P-4781	
W. Lee Fanning, M.D.,	P-4814	
Joseph Henriquez,	P-4759	
Douglas R. Herlihey	1167	Life
Matthew High	RS-0431	Life
Michael S. Jackson	3480A	
Sean Jehu	P-4746	
Andre J. Jones-Butler	4657	
Lawrence E. Meyer	894	
Craig Miller	P-4790	Associate
Randy Moseng	2689	Life
Hank Myers	P-4791	Life
Brendan O'Brien	2973	
Pete Ortiz, Jr.	2735	
Ben Powers	4787	
Catherine Schmitz	4749	Life
David Seavey	2285	Life
COMO Robert Shafer	P-4782	Life
Jeffrey Sutherland	P-4753	
Michael Wendelin	P-4762	Associate

CGAA Database Manager Ptero Garran C. Grow Presented CGAA Award'

By Ptero Past Prez George Krietemeyer, Aviator 913



Ptero George Krietemeyer (L) CO #7 at ATC, Capt Garran Grow, & Ptero CAPT Bill Sasser, Aviator 3197, current (the 20th) CO at ATC

On 7 March, Ptero Gary Grow, Aviator 1205, was presented a Lifetime Dedication and Achievement Award in recognition of his 21 years of work as Database Manager for the CGAA. The award was presented during the ATC Mobile All Officers Meeting and was followed by a brief oral history of Coast Guard Helicopters presented by Ptero CAPT (Ret.) George Krietemeyer. It was very well received by the approximately 50 Active Duty and 10 retired aviators in the audience, including a number of CGAA members from the Mobile Area.

On 8 March, Gary wrote: "I was surprised yesterday while attending the ATC officers meeting when George Krietemeyer and Ptero Gary Gamble, Aviator 1826, presented me the below plaque. It has been my pleasure to have been of service to such a great organization. I assumed the Secretary position in '93 from Gus Schrode when he turned 80 and George became President. I was relieved for few years by Cathy Zimmerman and Paul Milligan, but regained the responsibility when problems occurred with the database program that only I could fix.

I will be turning 80 this July and, like Gus, feel it is time for me to turn over responsibilities to someone younger. I will miss not being as involved and in contact with many of you, but it's time to pass the baton. Thanks to Gary

Gamble's efforts and Larry Hall stepping up to the plate as database manager, I have been able to relinquish most of the database functions. I will continue working with Gary and Larry on completing the transfer over the next few weeks.

I owe a word of "thanks" to many of you, but I'm afraid I might miss someone; so I want to just thank all with whom I have crossed paths with on this journey. My life has been made better because of you.

Thank you! Semper Paratus and Semper Fi (once a Marine, always a Marine)"



Ptero ADM Charlie Ray Named Coast Guard Vice-Commandant

VADM Karl L. Schultz, nominated on 8 March to be the 26th Commandant of the U.S. Coast Guard, selected Ptero VADM Charles W. Ray, Deputy Commandant for Operations, as the Coast Guard's 31st Vice Commandant. VADM Ray relieved ADM Charles D. Michel in a change of watch ceremony on May 24, 2018, in Washington, D.C.

At the ceremony, CG Commandant ADM Paul Zukunft said the CG stands tall due to its great leaders, the 'dream team.' 'That's why we're the world's best Coast Guard. Our sails are trimmed, and there's no luff.' He said that ADM Ray paid his dues at CGHQ for previously living at Yerba Buena Island in San Francisco Bay and the Pt. Loma Lighthouse in Hawaii. He said that Charlie's unique voice has the President's ear.

As the Deputy Commandant of Operations, VADM Ray led the development of CG operational strategy, policy, guidance and resources to address CG and national priorities. Upon reporting to the Commandant as having relieved ADM Michel, ADM Zukunft said 'Why don't you get to work!'

ADM Ray thanked his wife, Donna, and his family for their support. He said he is grateful to ADM Schultz for his confidence in him and thanked him for the opportunity to continue to serve in the service we love so much. "To the men and women of the Coast Guard, you are the world's greatest Coast Guard, and I am truly humbled and honored to serve as your 31st vice commandant," said Ray. "I will dedicate myself to work for you and alongside you to ensure that we are ready to answer the call when our nation needs us. Our role in the country is undeniable, and we can't lose our momentum. We'll adhere to our core values of honor, respect, and devotion to duty. We'll provide the tools, training, and support to all Coast Guardsmen and their families to accomplish our mission. Thank you and 'Semper Paratus!'"

ADM Michel, the CG's first four-star Vice Commandant, was presented the Department of Homeland Security Distinguished Service Medal and retired following the change of watch. Commandant ADM Zukunft retired on 1 June. Ptero VADM Dan B. Abel, Aviator 2445A, relieved ADM Ray as Deputy Commandant for Operations.



AirSta Humboldt Bay Aircrew Recognized for Rescue



LT Edwin Forteza, PO1 Nicholas Gardner, PO2 Jeff Bothman and LT Jacob Dorsey stand together following their award ceremony at Air Station Humboldt Bay, March 8, 2018. (CG photo by CPO Brandyn Hill)

and PO2 Jeff Bothman in addition to a Coast Guard Commendation Medal to Ptero LT Edwin Forteza, Aviator 4670.

MCKINLEYVILLE, CA — The CG recognized four Sector Humboldt Bay aircrew members during a ceremony on 8 March, for their role in the rescue of a stranded hiker near Crescent City, Oct. 14, 2017.

Ptero Rear Adm. Todd Sokalzuk, Aviator 2764 CCGD 11, presented Coast Guard Air Medals to LT Jacob Dorsey, Aviator 4426, PO1 Nicholas Gardner

Sector Humboldt Bay dispatched the aircrew on the evening of Oct. 14 after receiving a report of a 16-year-old hiker who was stranded on a cliff face 300 feet above the ocean, with another 500 feet of cliff above. The boy had reportedly been hiking along the trail when he fell over the edge and caught himself 300 feet above the ocean on a one-foot-wide ledge.

The MH-65 found the boy after he

flashed his cell phone light at the helicopter. And was brought to a hover approximately 240 feet above the stranded hiker. Gardner deployed from the helicopter and reached the hiker with only five feet of line remaining on the helicopter's hoist cable. Gardner and the hiker were hoisted into the helicopter, and the rescued boy was taken to Del Norte County Airport and transferred to awaiting emergency medical services personnel without injury.

"This case is a great example of the inter-agency efforts that go into a successful rescue," said Ptero CAPT Greg Fuller, Aviator 3403, the commander of Sector Humboldt Bay. "The entire rescue team did an excellent job working together to get our crews in place and get the boy back to safety."

While the Coast Guard regularly conducts cliff-rescue training, the physical characteristics and height of the cliff face paired with the on-scene conditions of 20-knot winds and low visibility contributed to the complexity of the rescue.



CG Sector/AirSta Corpus Christi Dedicates New Facility-Valent Hall

By Ptero Mark Currier, Av. 4690

Coast Guard Air Detachment Corpus Christi was commissioned on November 20, 1950, operating out of Naval Air Station Corpus Christi, Hangar 41. At the time, Sector/Air station Corpus Christi served the entire western Gulf of Mexico with one PBY-5 Catalina fixed wing aircraft and four pilots. In 1965, the detachment was formally designated USCG AirSta Corpus Christi. The Air station has flown everything from HU-16E Albatross, HH-52A Seaguard, HC-131 Samaritan and HU-25A Falcons. Today it operates three MH-65 Dolphin helicopters and three HC-144 Ocean Sentry fixed wing aircraft. In an average year, Sector/AirSta Corpus Christi saves 101 lives, assists 554 people, saves \$11 million in property, interdicts 34 illegal fishing vessels (Lancha), prevents 5,500

lbs of drugs from reaching the streets and interdicts 130 illegal migrants.

After nearly sixty-eight years of operations onboard NAS Corpus Christi, Coast Guard Sector/Air station Corpus Christi relocated to a brand new building alongside Corpus Christi International Airport (KCRP) in February 2018. The facility comprises over 167,000 square-feet of office and hangar space, including command facilities, data centers, maintenance shops, berthing for ready crews, and on-site amenities such as food service and a fitness center. This state of the art Sector/Air station is named in honor of Chief Boatswains Mate Pablo Valent. Born in Corpus Christi on January 15, 1892, BMC Valent would spend the majority of his service at the Brazos (now Port Isabel) CG Station. He was the recipient of the CG Silver Lifesaving Medal following the heroic rescue of the eight-man crew of CAPE HORN, a schooner that capsized during the deadly hurricane of September 1919. In 1935, he became commander of the Port Isabel



Valent Plaque Unveil—Mr. Adolfo Garza, Principal, Incarnate Word Academy, & ADM Paul Zukunft, CG Commandant

CG Station, making him the first Hispanic-American to command a boat station. In 1940, he retired after 28 years of honorable service to this nation.

A dedication ceremony commemorating the new structure and honoring the contributions of BMC Pablo Valent was held on the hangar deck on March 2, 2018. Attendees included ADM Paul Zukunft, Commandant of the CG, Blake Farenthold, then-27th District Representative for Texas, The Honorable Joe McComb, Mayor of the City of Corpus Christi, and Mr. Claiborne Williams, founding partner and head of development for FD Stonewater, a real estate investment and development firm, as well as many members of the Valent family. Mr. Adolfo Garza, Chief Boatswains Mate Pablo Valent's descendent and a Corpus Christi native, proudly addressed the audience in recognition of the life and accomplishments of Pablo Valent and the Valent family. Ptero CAPT Tony Hahn, Aviator 3158, was the Master of Ceremonies while CAPT Gregory Todd, Chaplain of the CG provided the invocation and benediction.



On Deck- CAPT Tony Hahn, Sector/ AirSta Corpus Christi CO, Sector/Air station Color Guard. On Stage- CAPT Gregory Todd, Chaplain of the CG (L), Mr. Claiborne Williams, Principal, FD Stonewater, then-Rep. Blake Farenthold, ADM Paul Zukunft, CG Commandant, Mr. Joe McComb, Mayor, Corpus Christi, TX, Mr. Adolfo Garza, Principal, Incarnate Word Academy.



Ancient Al #25 Letter to Pteros

[Alas, ADM Ray was extremely busy tending to urgent Coast Guard business in his new job, so he was unable to submit an article for this issue. We shall have a report from him in our

next issue. Following are some photos from his recent Vice-Commandant Change of Watch...Ed]



Our new Vice-Commandant Addressing the Audience At his Change of Watch.



Ye Ancient Scribe (L), ADM Ray, and Ptero Butch Denmark, Aviator 1885, at ADM Ray's reception. Many Pteros attended.



Our proud Vice-Commandant and his equally proud spouse, Mrs. Donna Ray.

Enlisted Ancient Al #11 Report to Pteros



Greetings, It has been a busy spring for the Enlisted Ancient Albatross, I conducted unit visits to CGAS Borinquen and CGAS New Orleans. In April, I accompanied three CG teams that participated in the 2018 Aviation Maintenance Competition in Orlando, FL from 9-12 April. The competition, held in conjunction with Aviation Week annual Maintenance Repair and Overhaul event, provides an opportunity for current and future maintenance professionals to display their abilities and see how they stack up against peers across the industry. The CG

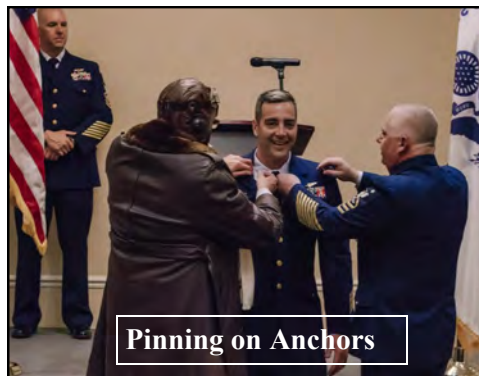
fielded three teams in this year's event, one from Air Station Clearwater, a second from the C-27J APO, and a third composed of five Oliver F. Berry Maintenance Award nominees from 2017. 69 teams participated in the competition with the C-27J APO team taking first place out of 18 teams in the Military category, which is particularly notable when you consider the small size of their enlisted workforce. Air Station Clearwater took second place, and the Oliver Berry nominees took 5th.

On April 27, I was honored to be the guest speaker at the First Flight Chiefs Mess CCTI acceptance dinner where I welcomed some of North East North Carolina's newest Chiefs into the Chiefs Mess.



Speaking at CCTI Dinner

Petty Officers Association to my daughter, Destiny Harris, for third place in their essay contest.



Pinning on Anchors

Five days later, on May 2nd, I was forced to slow down considerably; I had a hip replacement surgery (commence with the Ancient jokes) which laid me up for six weeks. However, in early June, I was able to don the Ancient Albatross attire and present a \$1000 scholarship check from the Chief



Proud Dad Presenting Big Check to Destiny Harris



CG Competitors at the Maintenance Competition

I went back to work in mid-June and I am looking forward to my final year as the Enlisted Ancient Albatross!

Ptero Kit Harris, P-4427





Coast Guard Academy Cadets Earn Top Honors at the 2018 Inter-service Academy Competition at West Point

By LCDR Kyle Young, Head Coach, Aviator 3802,
& MUC Greg Case, Assistant Coach



The CG Academy Flight Team made a great showing in the Spring Service Academy Flight Competition hosted by West Point. The three-day event (20-22 April 2018) challenged aviation-minded cadets and midshipmen from the Coast Guard Academy, West Point, and Naval Academy through a series of fun and competitive flight and ground events, including spot landings, power off landings, precision navigation flights, instrument simulator events, and more. Over the course of the competition, our team of five cadet pilots completed 22 flights, 42 landings, and 5 simulator events. Additionally, our five pilots and four ground handlers worked together seamlessly to ensure the safety of all flight operations and promote goodwill and camaraderie amongst the three service academies. In the end, our CGA Flight Team earned a 2nd place overall finish in the Flight Events, edged out by West Point by a razor-thin margin in this category (our 81 points to their 82)! Every flight event at the competition saw at least one of our team members place in the top five: 3rd place, power on landings: 1/c Bayley Olds
4th place, power on landings: 2/c Marshall Reyburn



(L to R, front to back): 3/c Ashley Sandquist, MUC Greg Case, 1/c Cory Creswell, LCDR Kyle Young, 2/c John "JL" Benton, 4/c Luke Arsenault, 2/c Marshall Reyburn, 1/c Tom Dalton, 1/c Bayley Olds, 3/c Jared Gee, 3/c Austin Brown

3rd place, power off landings: 1/c Cory Creswell
2nd place, navigation: 1/c Cory Creswell & 1/c Bayley Olds
5th place, navigation: 1/c Thomas Dalton & 3/c Austin Brown
1st place, message drop: 3/c Ashley Sandquist (pilot) & 3/c Jared Gee (dropper)



3rd place, message drop: 2/c Marshall Reyburn (pilot) & 1/c Bayley Olds (dropper)
4th place, flight simulator: 1/c Bayley Olds

Additionally, two of CGA's team members earned top honors in the overall Top Pilot category, selected out of all competitors from the three academies for their combined individual performances in all events:

1/c Bayley Olds took second place in the overall Top Pilot category;

1/c Cory Creswell took third place in the overall Top Pilot category.

We're very proud of the accomplishments of our team and look forward to future training and competitions. We would also like to thank all of our supporters who have made this team possible. It's because of your continued assistance that we have been able to provide these invaluable professional development experiences to our cadet aviators.

Please check out this video of the event, compiled and edited by 1/c Bayley Olds: <https://youtu.be/kye7CEVVyKI>



Newly-refurbished HH-3F Unveiled at National Museum of Naval Aviation

On 9 May, newly-refurbished HH-3F CGNR 1486 was unveiled during the annual Symposium at the National Museum of Naval Aviation in Pensacola as part of the celebration of the 75th anniversary of helicopters in Naval Aviation. Funding for the \$30K external-restoration project was provided by the CG Aviation Association. Thanks to the generosity of over 150 of our members, and the participation of many of them in the Flight Suit Nametag fundraising effort, over \$46K was donated to the CGAA. Ptero Past President George Krietemeyer, Aviator 913, Executive VP Mark D'Andrea, Aviator 2359, and Annual Gatherings VP Jay Crouthers, Aviator 1360, served on the campaign committee. Pteros Krietemeyer and Communications/Media Support VP Gary Gamble, Aviator 1826, attended the ceremony along with Pteros RADM Ralph Utley, Aviator 1591, CAPT Joe Kimball (CG-711), Aviator 3211, and AD1(Ret.) Carl Saylor, P-4210 and ASTCS (Ret.) Jeff Tunks, RS-46, two former CG 1486 aircrewmembers. Bringing the 1486 to the main aircraft display area where the approximately 900,000 annual visitors can better appreciate CG Aviation's contributions is a key element of CGAA's mission – to preserve the history of Coast Guard Aviation.



Photo by Donald Watson, National Aviation Museum Foundation



Photo by Donald Watson, National Aviation Museum Foundation



Carl Saylor (L), Laurie Saylor, Karyn Tunks, Jeff Tunks, and CPO (Ret.) Bill Spidle. (Photo by Ptero Jay Taylor, Aviator 1620)

**2018 PTraverse City ROOST
Activities/Hotel Info/
Reservations**



Thursday, 6 September: Hospitality Suite opens at 1200. Hotel Check-in starting at 1600.

Friday, 7 September:
0930 Golf Outing at Elmbrook Golf Course. Cost \$45
1400 Traverse City Historic Walking Tour. Cost \$15
1800 Reception. Cost \$50

Saturday, 8 September:
0830 Annual CGAA Business Meeting. No cost
1030 Sleeping Bear Dunes/Restored CG Life Saving Station Tour. Cost \$40 (includes box lunch)
1100 Old Missionary Peninsula Winery Tour. Cost \$60
1800 Awards Banquet. Cost \$60

Sunday, 9 September:
1100 Air Station Traverse City Picnic. Cost \$15
Registration fee: \$35 (Active Duty no charge)

Please see the top of page one of the CGAA website AOPtero.org for the 2018 Roost hotel information, further details on activities, Point of Contact with questions, and to register.
Registration deadline is 16 August.

**The Coast Guard City
Committee of Traverse
City, Michigan
By Ptero Tom Allard,
Aviator 1741**



The Coast Guard City Committee is a volunteer group which serves in an advisory capacity to the City Commission to make recommendations on matters relating to the promotion and recognition of the United States Coast Guard services, facilities, people and programs within the City of Traverse City.

The committee meets once a month. Eight local business and government leaders make up the committee. The standing committee members are the Air Station Commanding Officers, currently Life Member CDR Nate Coulter (3406), as well as the Coast Guard Aviation Association representative. Currently our rep is Life Member Tom Allard (1741).

For the past four years, the committee has been raising money for the design and construction of a monument dedicated to the men and women of the US Coast Guard who are serving, or have served, in the

Traverse City area. To date, about \$50,000 has been raised plus many hours of donated labor.

Groundbreaking and construction of the downtown monument, named *GUARDIAN*, began on 11 June. It will be dedicated on 6 September.

The Coast Guard City Committee Chairman, Mr. Stan Simons, welcomes the Ptero Roost 2018 to Traverse City, Michigan.



Artist's Rendering of 'GUARDIAN' Monument



**Nostalgic Photo Submitted by
Ptero Marty Kaiser, Aviator 753**
 RADM Chester Richmond, Av. 146, D13 (4th from left) at AirSta Port Angeles in mid-1975 when he assumed the role of Ancient Albatross #5 from CDR Walter Goldhammer, Av. 481, (#4) in front of an N3N owned by Barrett Tillman, noted aviation author, that was flown in by Barrett and his dad (WWII Corsair pilot) from their home in Athena, OR for the ceremony. Others in the photo include AirSta CO Ptero CAPT Carl Swickley, Av. 725 (3rd from right), some of the pilots from the AirSta, District Ops in tan flight suit and District Chief of Staff (3rd from left).

Air Station Traverse City By LT Jon Ardan, Aviator 4559



Traverse City, one of the 24 designated Coast Guard Cities in the country, has a special relationship with the Air Station and its crew of around 100 full time active duty members. Being stationed here has been a well-kept secret since its commissioning as a CG Air Station in 1946. Those that have been lucky enough to serve here, have had the pleasure of beautiful scenery, a kind and welcoming community, and a unique operational experience.

A History:

The Air Station has seen many changes in rotorcraft since opening in 1946. In fact, the MH-60T is the eighth helicopter to grace the shores of the Northern Great Lakes. Originally starting with HNS-1 helicopters, these were replaced by a Bell HTL for support of the icebreaker USCGC MACKINAW. In the late 1950s two Sikorsky HO4S-3G helicopters were placed at the Air Station, later upgraded in the early 60's with the assignment of the HH-52A amphibious helicopter. In 1986, the HH-3F Pelican amphibious helicopter joined the ranks, followed by the HH-60J in September 1991. Finally in 1995, the HH-65A's were brought to service, bringing us to current events.



H-19 Chickasaw was the first rotorcraft stationed at Air Station Traverse City in 1946

The Transition:

The last year has brought significant changes to the Air Station. The H-60's

have returned to Traverse City, replacing the MH-65D Dolphins; a staple of the Great Lakes area since 1995. The Dolphin's served admirably over the course of those years, saving 208 lives over 4,590 SAR cases, but those airframes are now required elsewhere to serve other units around the Coast Guard.

Even though the transition process appeared seamless from the outside looking in, it did not come easy. Many logistical challenges stood in the way as 2,190 parts, 298 special tools and test sets, and millions of dollars in ground support equipment needed to be ordered. Personnel logistics also had to be overcome, as 76% of unit personnel were transferred in and out of the Air Station.

In addition to overcoming logistical challenges, operational challenges unfolded. Traverse City has been reduced from 4 MH-65Ds to 3 MH-60T's. Despite the loss of a full airframe, the MH-60T has brought with it significant new capabilities, significantly benefitting the Great Lakes region. In this Air Station's last appearance in the Pterogram (Issue 2-12), an example of a standard SAR case was presented to highlight the challenges of the AOR.

A Brief Area Familiarization:

The AOR is made up of more than 1,500 miles of shoreline covering all of Lake Superior, all of Lake Michigan and the northern half of Lake Huron. It is not uncommon to plan a SAR case that is two, three, or sometimes four hundred miles away from home station. The vast size of the AOR, the dynamic weather, and extreme temperatures throughout the seasons have not changed. One can still find themselves in long transits, through icing conditions, or temperatures so low it encroaches on aircraft limitations.

What the Jayhawk Offers:

The MH-60T, prosecuting the same SAR case 300 miles away from home plate, in low ceilings and icing conditions, has proven within the last year, to be more capable for several reasons. Engine Anti-ice and Blade De-ice systems allow the MH-60T the ability to fly through icing conditions, reducing risk and need to "fly under" the weather, attempting to stay completely out of the clouds. This gives crews the safer option of

filing IFR during long transits. The extended range and endurance allows the MH-60T to get to a search area 300 miles or more away, conduct a search, effect a rescue, and bring the survivor to the care they need without the need to stop and refuel multiple times; saving precious time.

In addition to the application to SAR, the increased capabilities of the MH-60T provides other operational and training opportunities. Our remote small boat stations, along with local and state partner agencies are seeing an increase in training both in the summer and winter seasons. The Air Station has also been able to provide a significant increase in ATON support. This is especially helpful to CG ATON teams challenged with operating in the remote areas of the AOR or when maintenance to an aide requires large tools and equipment. The MH-60T has proven that it can handle these challenges and more with ease.

Other Highlights:

In addition to the asset transition. Leadership at the Air Station and the Ninth CG District have been exploring ways to expand training opportunities. We have partnered with a nearby Army National Guard training facility to train and hone urban rescue techniques; skills proven to be exceptionally important during hurricane and flooding events. The Air Station is exploring new areas to train vertical surface rescues, increasing the proficiency of crews that respond to SAR cases originating on the beautiful cliffs of the Pictured Rocks National Park. Finally, the Ninth District Commander has signed an agreement with the Great Lakes Laker's Association, opening up hoisting opportunities to more than 100 vessels ranging from small tugs and ferries, to 1000' cargo ships. No matter how you slice it the future is exciting for the crews of the MH-60T's and the AOR of Air Station Traverse City.



MH-60T hoisting to Great Lakes Laker Partners.
Photo by a crewmember of M/V Kaye E. Barker

Ptero Ray Miller, Aviator 2141, Makes Presentation to Naval Helicopter Association



On 15 May, Ptero Ray Miller, to honor the 75th anniversary of Naval Helicopter Aviation, presented the history, missions, and legacy of CG Aviation to the annual Naval Helicopter Association symposium in Norfolk, VA. He got a stir or two and some comments from a few of the more than 100 active duty Navy pilots attending. One said he never realized that the beginning of the ASW mission was bolstered by the efforts of the USCG. Another was vaguely aware of Frank Erickson but did not know how much he individually contributed. One did not realize that, when directed by Congress or the President, the USCG becomes the hard nucleus around which the Navy forms in time of war. Ptero Joe Kimball, Aviator 3211, got the pop quiz question right, as Ray knew he would. He was the only other CG Aviator in the room. Ray really appreciated him being there, and had a good chat with him afterwards. Ray said he was proud to represent the CGAA team.



**Celebrating 75 Years
of
Naval Helicopter Aviation**



May 15, 2018

Air Station San Francisco Flight Suit Formal 2018 By LT Sam Hafensteiner, Aviator 4587

On May 11, 2018, Air Station San Francisco held a Flight Suit Formal to celebrate the 75th anniversary of rotary wing aviation. And what a great celebration it was! With over 180 guests from the surrounding Bay Area including the PACAREA commander, it was a sight that would have made CAPT Frank Erickson proud. The event brought together aviators and, dare I say, cuttermen from all over the state and even across the country. Past and present fixed and rotary wing aviators swapped stories from as far back as the 70s until present day. Of course, all stories were absolute fact!



The evening began with a cocktail hour with live music provided by a five-piece Army jazz band and an amazing spread of heavy hors d'oeuvres put on by the CG Auxiliary food service specialists. The array of tailor made flight suit jackets, dresses, custom shoes, and egregious bow ties really brought the event together. Every color was represented with even some custom orange flight suits worn by the unit's junior officers. Everyone especially enjoyed talking to some of the founding members of the Coast Guard rescue swimmer program. The precursor to the official rescue swimmer program started at Air Station San Francisco in the 1970s. Known as the SEA-AIR-ROTARY-WING Evacuation Team (SARWET), the members of this program trained in safe departure from the helicopter and water rescue. What an amazing group of brave and pioneering individuals.

Toasting to Rotary Wing Aviation! CAPT James Pruett (L), CDR Chris Huberty, LT David Lee, LT Chris Monacelli, LTJG Mitch Dow, LT Sam Hafensteiner, LCDR Josh Murphy, CAPT Erik Langenbacher, LT Wes Figaro, LT Sam England, and VADM Fred Midgette.



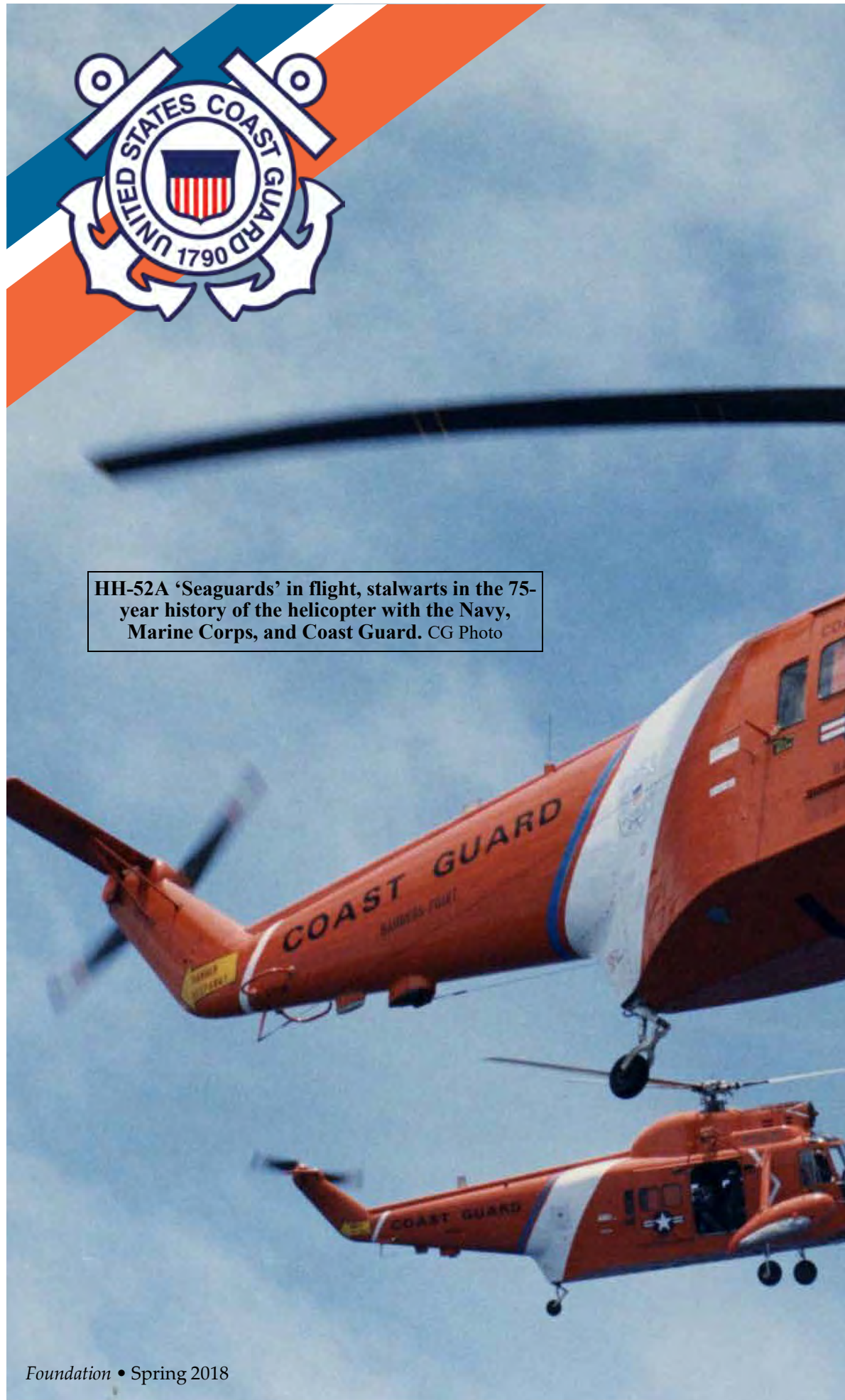
'The Hamiltons' Rocking the Crowd

Following a robust round of toasting and sage remarks by San Francisco's CO CAPT Kent Everingham, Aviator 3225, we kicked the celebration into high gear. A classic rock band took the stage and played every conceivable hit until closing time at 2200. All in all, it was a great celebration of our rich aviation history. But remember fixed wing pilots, 'to fly is heavenly, but to hover divine.' Happy 75th anniversary CG helicopter aviators!





HH-52A 'Seaguards' in flight, stalwarts in the 75-year history of the helicopter with the Navy, Marine Corps, and Coast Guard. CG Photo



Foundation • Spring 2018



Twirly Birds

2018 marks the 75th anniversary of helicopter operations in *U.S. Naval Aviation*, pioneered by the *U.S. Coast Guard*.

by Ptero Past Prez Captain George E. Krietemeyer, USCG (Ret.)

On 15 February 1943, Chief of Naval Operations Admiral Ernest J. King assigned responsibility for sea-going development of helicopters to the U.S. Coast Guard. Admiral King quickly realized the helicopter's unique capabilities were a way to increase maritime security during World War II. The first helicopter to enter the Navy's inventory, an HNS-1, Bureau Number 46445, was tested and accepted by Naval Aviation's first designated Helicopter Pilot, Lieutenant Commander Frank Erickson, USCG, at Bridgeport, Connecticut, on 16 October 1943. He brought his trusted lead helicopter mechanic AMMC Oliver Perry along with him to inspect the aircraft and sit in the co-pilots seat during the one-hour test flight. This was the beginning of a 75-year journey driven by man's ingenuity, skill and daring, as industry and technology constantly improved rotary wing aircraft.

According to Sergei Sikorsky, son of the famed aircraft designer Igor Sikorsky: "There is no doubt in my mind that the Coast Guard pioneered the use of the helicopter as a rescue vehicle. It was under the leadership of two brilliant men, CDR Frank Erickson and LT Stewart Graham, that the rescue hoist and the Erickson basket were developed in 1944-46, in some cases with me as the simulated person in distress. The Coast Guard has proven time and time again Igor Sikorsky's prediction that the helicopter will prove to be a unique instrument for the saving of human lives."

During the Coast Guard's 75 years of helicopter operations, 26 aircraft have crashed and 79 aircrew lives have been lost. Nonetheless, Sikorsky Aircraft Corporation now proudly boasts that over two million lives have been saved by their helicopters in the last 75 years. Dozens of other manufacturers helicopters have been used around the world to increase that total to well over three million people. The following scenarios are just a handful of examples of the important missions flown by Coast Guard helicopters since those first flights in 1943.



CDR Frank Erickson , helicopter pioneer, with a Sikorsky HNS-1, the first helo procured by the Navy and Coast Guard. CG Photo

DELIVERING THE PLASMA

The first life-saving mission made in a military helicopter was conducted by the first Naval Aviator qualified to operate a rotary wing aircraft, LCDR Frank Erickson, USCG. On Monday, 3 January 1944, USS *Turner* (DD- 648) exploded while anchored off Sandy Hook, NJ. The U.S. Navy vessel was at anchor when the explosion occurred (some believed she was torpedoed by a German submarine which had been seen in the area a few days before) and over 100 sailors were injured. Large quantities of plasma were urgently needed at local hospitals to ensure the success of the surgeries required to save the sailors' lives.

A major snowstorm with blizzard conditions had closed all airports in the New York and New Jersey area, and all fixed-wing aircraft were grounded. Winds exceeded 30 knots and ceilings were below 200 feet with snow squalls and heavy turbulence. The Third Naval District commander called LCDR Erickson and asked him if his new helicopters were capable of flying from NAS Floyd Bennett Field in Brooklyn to lower Manhattan to pick up the plasma and deliver it to Sandy Hook. Erickson said he could do the job even though he had never flown a helicopter in conditions like this. The maximum cruise speed of the HNS-1 helicopter he flew was only 70 knots. There were no instruments aboard the helicopter to allow flight in instrument conditions.

Erickson flew his helicopter at extremely low levels along the shoreline around Brooklyn and then across the East River to Battery Park in lower Manhattan where the plasma was located. The winds were now gusting at over 40 knots and the water was choppy and freezing cold. He landed on a small empty lot at the tip of Manhattan and asked his crew member, AMM1 Gus Jablonski, to exit the aircraft so they could strap two cases of plasma to the landing floats. Erickson then backed his helicopter out of the small landing area and skimmed the waves across the Hudson River to deliver his life saving cargo to fellow servicemen in need. A New York Times editorial later praised Erickson and his friend Igor Sikorsky, and further stated, "Nothing can dim the future of a machine which can take in stride weather conditions such as those which prevailed in New York on Monday."

The first international life-saving mission of civilians by helicopters captured a great deal of media attention around the world. On 18 September 1946 a Belgian Sabena Airways four engine DC-4 aircraft crossed the Atlantic with 44 persons aboard. They were scheduled to land and refuel at Gander Airport in Northeast Newfoundland. Air traffic control

lost radio contact with the aircraft and, after determining that it had not landed safely, notified Coast Guard Operations in Argentia, Newfoundland. The Coast Guard launched several PBYs and PB-1Gs to search for the missing aircraft.

An inbound TWA flight located the crash site about 24 miles Southwest of Gander and determined that there were survivors. The area was heavily wooded and the ground proved to be a very large quagmire. A rescue team was formed headed by Captain Samuel Martin of the U.S. Army Medical Corps. They were flown by PBYs into a nearby lake and they then trekked over one and a half miles through the swampy bog to reach the crash site. They found 18 survivors alive but badly injured. Doctor Martin determined they could not be transported to the lake by foot.

Coast Guard personnel were asked if their new helicopters could be “shipped” to Newfoundland to transport the injured. CDR Frank Erickson and other fledgling helicopter pilots and mechanic’s disassembled one HNS-1 at CGAS Elizabeth City and one HOS-1 helicopter at CGAS Brooklyn, then loaded them aboard two USAAF C-54 aircraft. They were flown to Gander Airport where they were quickly re-assembled and flight tested by a group of highly skilled enlisted mechanics in less than 48 hours.

Meanwhile, the two PBYs dropped more supplies including tents, medical lumber at both the crash site and Gander Lake. The lumber was used to construct platforms for tents and for the helicopters to land on to prevent them from sinking into the bog.

Over the next few days, pilots CDR Frank Erickson and LTs Stewart Graham, Walter Bolton and August Kleisch rescued the 18 survivors by making repeated flights, one survivor at a time, between the crash-site and Wolfe Lake where they were loaded into life rafts and towed to the PBYs for transport to Gander.



An HOS-1 lands with a survivor from the crash site of a Sabena Airways DC-4 during the hallmark life-saving mission, September 1946. USCG photo

FINDING THE SUBMARINES

The Chief of Naval Operations remained hopeful that his small team of Coast Guard helicopter experts could find a way to use their aircraft to help combat submarines lurking beneath the ocean surface. He tasked the Naval Research Laboratory in Anacostia, Virginia, to develop an underwater sound detection system small enough to be carried on helicopters.

Dr. H.C. Hayes and Dr. J.J. Coop headed up a team which developed several devices. CMM Oliver Berry modified a new XHOS-1 (BuNo 46448) to carry the equipment. Several tests were conducted in April 1945 near Block Island RI. with both CDR Erickson and LT Graham flying from the deck of USCGC *Cobb* (WPG-181), the world’s first helicopter carrier. The tests were satisfactory.

On 17 January 1946, the CG took delivery of a new and more powerful HO2S helicopter (BuNo 75690). The latest version of the dipping sonar was installed and LT Graham flew the new aircraft to NAS Key West, Florida, and reported to Commander, Anti-Submarine Development Detachment VX-1 for temporary duty.

Actual testing began on 22 March 1946 using a U.S. submarine between Key West and Cuba. The final tests were conducted using a captured German U-boat. The sonar worked very well in locating the sub.

At the end of the tests on 22 May 1946, LT Graham wrote, “Once the helicopter sonar tests were analyzed, even the most skeptical decision makers were convinced that the helicopter mounted sonar was the answer for the anti-submarine warfare program.”

FIGHTING THE FLOODS

Northern California was experiencing extreme flood conditions during the rainy season. On 24 December 1955, Coast Guard HO4S helicopter 1305 departed CGAS San Francisco and headed to the Yuba City area to evacuate stranded personnel from the flooded areas.

The helicopter was piloted by LCDR George F. Thometz, Jr., and LT Henry Pfeiffer. The crew consisted of ADC Joseph Accamo and AD2 Victor Rolund. During the next 12 hours these four men pulled 138 people to safety. The first 55 people were picked up in darkness with the helicopter hovering above trees, chimneys and television antennae. The only illumination was provided by an Aldis lamp held by the hoist operator. At one time, three women and 11 children were somehow squeezed into the helicopter, a record for an HO4S.

This rescue finally proved to senior Coast Guard officials that “helicopters were the most efficient rescue vehicles of the future.” Within a few years, the Coast Guard would more than triple the number of helicopters assigned to their air stations and a dozen new air stations were built along the east and west coasts of the United States to ensure the rapid availability of these magnificent new aircraft.

FIGHTING THE FIRES

At 0500 on 1 November 1979, HH-52A 1426 scrambled to answer the call of two ships which collided just outside the entrance to Galveston Bay. LT J.C. Cobb, LTJG Chris Kilgore and AE2 Tom Wynn Jr. were the designated ready crew and they were airborne in less than 15 minutes.

When they arrived on scene they found the Liberian freighter *Mimosa* and the Liberian tanker *Burmah Agate* were both on fire with flaming oil and wood products. Sailors were dying on both ships. Several had jumped into the water. The tanker suddenly exploded. The intense mushroom cloud of fire erupted so close to the helicopter that it caused it to lose lift and altitude. Two people were quickly located at the stern of the tanker. The hoist operator swung the basket to them several times before they finally leaped off the railing, grabbed the basket, and climbed in.

The tanker Burmah Agate ablaze in 1979 after colliding with the freighter Mimosa. CG Aviators were able to rescue 22 survivors over the course of three flights in HH-52 1426. USCG photo



Finding no more survivors aboard *Burmah Agate* they flew to *Mimosa* where they found a group of men clustered together on the ships bridge. *Mimosa* was out of control, steaming in circles around its dropped anchor. To add to the difficulty the vessel had a forest of cargo cranes on its deck. They lowered the basket several times, following the ship around in a circle. Finally, they recovered 12 people—far more than the small cabin could handle. Using maximum power available they slowly climbed to 300 feet, landed on a nearby oil rig and delivered the survivors to safety. They made two more trips to *Mimosa*, rescuing 10 more people, before they had to return to CGAS Houston to refuel.

Note: In April 2016, HH-52A 1426 was inducted into the National Air and Space Museum's Steven F. Udvar-Hazy Center. This very special recognition coincided with Coast Guard Aviation's Centennial events in 2016.

SAVING CRUISE SHIP PASSENGERS AND CREW

The Dutch cruise ship *Prinsendam* was steaming through the Gulf of Alaska near Yakutat when a fire erupted in the engine room at around midnight on 4 October 1980. The ship transmitted a Mayday call and LT Bruce Melnick (aircraft commander) and LCDR Joel Thuma responded immediately aboard HH-3F 1472. They located the vessel about 150 miles offshore while the captain and crew were attempting to extinguish the fire. Its soon became uncontrollable, so the captain decided to abandon ship and 320 passengers (most over 70 years of age) and 200 crew members took to the lifeboats. At that time 1472 requested additional resources while they orbited the vessel providing lighting from their Nightsun searchlight to assist the passengers abandoning the ship in the dark.

CGAS Sitka, CGAS Kodiak, Elmendorf Air Force Base and Canadian Forces Base Comox (Vancouver Island, British Columbia) sent helicopters and fixed wing aircraft to assist. Surface forces responded including SS *Williamsburg*, (an Exxon supertanker) and cutters USCGC *Boutwell* (WHEC-719), *Mellon* (WHEC-717) and *Woodrush* (WLB-407).

HH-3F 1472 diverted to Yakutat to refuel while the other resources rushed to the scene. By daybreak, the weather had deteriorated and seas were in excess of 15 feet with winds OVER 30 knots. It became evident that the survivors would not be able to be recovered directly from the lifeboats to the supertanker.

HH-3F 1472 returned and immediately started hoisting people out of the lifeboats and delivered them to *Williamsburg*.



HH-3F
1472 hovers
above the
crippled
cruise ship
Prinsendam,
October
1980. USCG
photo

Over the next few hours, LT Melnick and his crew hoisted a total of 115 people into the helicopter. On their final hoist, they crammed 24 people into the cargo compartment. LT Melnick and his crew logged almost 10 hours of flight time during this mission.

By the end of the day, all 520 people were recovered and on their way to dry land. None of the passengers sustained any serious injuries in spite of the high seas and heavy winds.

SWIMMER TO THE RESCUE

The first life-saving mission by a Coast Guard [See *Twirly Birds* on P. 18]

A Recipe for Christmas Goose

By Ptero Tom Allard, Aviator 1741



The South Texas coastal and inland waterways were calm with no forecast of any bad weather. All recreational boaters were moored at home enjoying family Christmas dinners. As a result, duty on this one major holiday is pretty boring for most Coast Guard rescue helicopter pilots. My Christmas duty day at the Coast Guard's Air Station in Corpus Christi was no different, until.

We got the call about 8pm. Three duck hunters failed to return home from their Christmas afternoon's outing in the Laguna Madre, a wide corridor of wetlands and bays from the Mexican border northward some 130 miles. Corpus Christi was situated near the mid point of the Laguna.

So, why is the Coast Guard called to assist duck hunters? Well, the Laguna Madre is a major habitat for ducks and

geese as it lies under a major fowl migration route. And, hunters in the Laguna utilize boats for hunting.

I recall the report stating that one of the hunters received a new shotgun for Christmas and he wanted to try it out. They had left the house around 1pm, boat in tow, with their guns, a case of beer and some cigars. They were due back by 5pm.

This case now fell under the sometimes lethal category of "ATF and B"... Alcohol, Tobacco, Firearms, and Boats!

The report had confirmed the hunters' car and boat trailer were at the launching sight. Given that information, we launched the helicopter to search for the boat, the three guys and their hunting dog.

The HH-52 Sikorsky helicopter shook and howled its way through the dark and foggy Christmas night. When we arrived in our search area, my job as copilot was to run the large search light. The other pilot was flying the aircraft and the hoist operator in the cabin was strapped to his seat searching through the large open door. (There was a CG marine vessel in the search area too.) After 15 minutes on scene we spotted a drifting boat. We counted three guys and a tail-wagging Labrador retriever.

We vectored the Coast Guard boat to their position. When the CG boat arrived along side, we headed for home. (I later heard that one of the hunters accidentally shot the motor

while moving around in the boat.)

While flying to base, we encountered a flock of geese. We were moving along at 120 miles per hour, the geese at about 20 miles per hour. We saw them flash through the headlight a fraction of a second before impact - BANG! This was followed by a muffled scream from our hoist operator.

Luckily the engine intake was spared, as was the windshield. The hoisted operator in the back was not so lucky. One large goose was ensnared in the bracing between the float and the fuselage. As he was leaning out of the open door, the hoist operator was sprayed with goose guts.

Once we had landed and shutdown, I got out and looked at the goose which was still impaled in the bracing. I wedge it out. A closer examination revealed the innards had left the goose through the rear. Both breasts were intact and only slightly damaged.

Figuring the collision had done most of the cleaning of the bird, I plucked the feathers, removed the breasts, washed, seasoned, and put the goose meat into the oven in our duty quarters. An hour later, accompanied by a bag of potato chips and a coke from the vending machine, "Christmas Goose du Helicopter" was served.



Phil Eaton--The Coast Guard's Winged Warrior of World War I

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

The first German submarine operations in U.S. waters took place not in World War II, but during World War I. With responsibility to protect the coasts, the U.S. Coast Guard had several encounters with these early U-boat attacks, including those of *U-156*. Armed with eighteen torpedoes, four deck guns and a supply of underwater mines, *U-156* began her campaign against East Coast shipping in June 1918. During this cruise, she sank nearly thirty-five vessels including the armored cruiser USS *San Diego*, which struck one of her mines on July 19.

The Coast Guard and its aviators played a vital role in the World War I war effort. In 1916, Congress authorized the Coast Guard to develop an aviation branch, including aircraft, air stations and pilots. That same year, Coast Guard officers began to train at the Navy's Pensacola Naval Flight School. Lieutenant Philip Bentley Eaton was one of these officers.

Eaton's early passion had focused on engineering and technology. He matriculated from the prestigious

Webb Academy of Naval Architecture in New York. After graduating from Webb in 1907, Eaton received an appointment as a cadet engineer in the Revenue Cutter Service School of Instruction and graduated with the class of 1908. Over the next six years, he saw service on board cutters stationed in Baltimore, New York, Milwaukee, New London, San Juan, and Port Townsend (Washington). In 1915, Eaton was assigned to CGC *Bear* and served on her for two years before departing in 1917 for flight training at Pensacola.

On April 6, 1917, the U.S. had declared war on Germany and the CG was transferred from the Treasury Department to the U.S. Navy. After earning his wings as a naval aviator in October, the Navy assigned Eaton as executive officer of Naval Air Station Montauk (Long Island) and, eight months later, he received command of Naval Air Station Chatham on Cape Cod. Chatham supported two dirigibles and seven seaplanes with a complement of 245 officers and men. After two weeks on the job, Eaton received a

field promotion, rising from second lieutenant to captain of engineers, equivalent to the Navy's rank of LCDR.

Late in the morning on Sunday, July 21, 1918, *U-156* emerged from the hazy waters of Cape Cod to prey on



Second LT Philip Eaton at U.S. Navy flight training in Pensacola, FL. (Courtesy of CG Aviation Association)

American coastal shipping. She located the towboat *Perth Amboy* and four wooden barges lined up in a towline. Rather than waste precious torpedoes on the slow-moving *Perth Amboy* and her consorts, *U-156's* commander ordered his crew to shell the vessel and her barges with sub's deck guns. Some of the long shots landed on Nauset Beach, the first foreign cannon fire to hit U.S. shores since the War of 1812 and the only enemy shells to hit American soil during World War I.



Aerial view of Chatham Naval Air Station with one of its dirigibles in the foreground. (Courtesy of CG Aviation Association)

Though he served as commanding officer of Chatham, Eaton still flew regular patrol flights. Two days before the *U-156* attack, one of the air station's dirigibles had broken its anchor mechanism and drifted away from the station. By the morning of the 21st, the lighter-than-air craft had still not been found, so Eaton took-off early in one of the station's R-9 floatplanes to search for it. Other aircraft from the base were also searching for the missing dirigible.

When he returned from his patrol later that morning, Eaton was informed of the U-boat attack in progress. The acting commanding officer had actually heard the sound of the enemy sub firing on the barges; and he dispatched one of the base's HS-1 seaplanes with a payload of two Mark IV bombs. The HS-1 dropped its bombs close enough to sink the *U-156*, but the bombs' fuse mechanisms failed to detonate on impact. They were duds and some officials claimed German saboteurs might have tampered with the fuses.

After returning from his patrol, Eaton took-on a payload of one Mark IV bomb underneath his R-9 biplane. Within ten minutes of landing, he had returned to the air flying a beeline at the surfaced U-boat. The skies were hazy and smoke rising from the burning

vessels obscured Eaton's aircraft from the sub's lookouts. In addition, the distraction from the HS-1 still circling overhead and Eaton's low-level approach took the U-boat's gunners by surprise.

The sub's gun crews finally saw Eaton closing and began firing on him. Eaton dodged the enemy fire and bore down on the target while the Germans scrambled for the hatches to prepare to dive. Witnessing the attack from his cockpit, the pilot of the HS-1

first air-sea battle.

This first fight between U.S. naval aviation and the German menace in U.S. waters proved significant in several ways. Even though the bombs were duds, Eaton's aim proved accurate and the presence of Eaton's aircraft likely hastened *U-156*'s departure from the scene. While the four barges were lost, the tug was recovered and no American lives were lost on any of the vessels. In



A Chatham Curtiss R-9 float plane on the beach. This may have been the aircraft flown by Eaton to attack German submarine *U-156*. (Courtesy of San Diego Air & Space Museum)

later reported, *"Right through the smoke of the wreck, over the lifeboats and all, here came Captain Eaton's plane, flying straight for the submarine, and flying low. He saw [the U-boat's] high-angle gun flashing, too, but he came ahead."*

Eaton made his approach unscathed and dropped his bomb at an altitude of 500 feet. The bomb struck the water near the U-boat, but it proved a dud just like the ones dropped by the HS-1. Eaton later stated, *"Had the bomb functioned, the submarine would have literally been smashed."* Eaton made a second pass over the sub still running on the surface, but with nothing left to drop, he reached for a wrench located in the cockpit and threw it at the enemy vessel. Witnessing this desperate effort, the U-boat commander realized he had little to fear from the circling aircraft. With the *Perth Amboy* in flames and the barges destroyed, the U-boat submerged and departed the scene of North America's

addition, a CG aviator played a vital role in the first air-sea battle in home waters.

Eaton's wartime aviation assignments would be his last. After the war, he returned to sea duty and marine engineering assignments at a time when maritime technology completed the transition from wood and sails to steam and steel. Another of Eaton's career highlights occurred in 1942 when he rescued survivors from the fiery wreck of a B & O Railroad passenger train earning him the Service's Navy & Marine Corps Medal.

After a thirty-year career, Phillip Eaton retired as a Rear Admiral in 1946. He died in 1958 and was laid to rest in Arlington National Cemetery. He was one of thousands of CG aviators who have made their mark as members of the Service's long blue line.



A Chatham Air Station HS-1 flying boat dropping its payload of two wing-mounted bombs. (Courtesy of the National Archives)



RADM Philip Eaton's headstone at Arlington National Cemetery in Arlington, Virginia. (Courtesy of David McInturff)

Jeeps of the Air: J2F-6 Duck

By Ptero C. Douglas Kroll, Ph.D., P-3160



The Columbia Aircraft Company in Valley Stream, Long Island, worked closely with Grumman Aircraft to develop the J2F-6 Duck, an improved version of the earlier Duck, with its main difference being a longer central float. The central float also housed the retractable main landing gear.

Since Grumman Aircraft manufactured more of the planes than Columbia Aircraft, most refer to the plane as the Grumman J2F-6, an American single-engine amphibious, single-bay biplane. It was used by each branch of the U.S. armed forces during World War II, primarily for utility and air-sea rescue duties. It first saw service in the Coast Guard in 1942 and carried a pilot and observer with room to accommodate two rescued airmen.

Often called an ugly duckling because of its short-wings and long snout, the J2F-6 Duck was frighteningly loud due to the motor's roar being amplified by echoing off the hollow pontoon beneath the engine. However, the "ugly

duckling" could go where others couldn't; take off amid ten-foot waves or from a carrier deck; sit down in a narrow lagoon, channel or creek and didn't nose over in the water. The Duck became the "rescuing angel" to many a downed pilot

in the water.

Search and rescue was Duck's most spectacular function, which made her very useful to the CG, but in addition, due to the plane's versatility, it came to serve as a general workhorse. The Duck became to the Navy and CG what the jeep was to the Army, and gained the nickname "Jeep of the Air." The Duck was used for reconnaissance, fitted with the latest photographic and radio equipment. The amphibious biplane hauled personnel and light cargo, and was invaluable in making water landings at the rim of coral reefs and islands. Because of her very shallow draft, she could land in a few feet of water.

It towed gunnery targets, and went on bombardment attacks with up to 650 lbs of bombs or depth charges. The Duck's only armament was one Browning .30 cal machine gun (7.62 mm) on a flexible mount in rear cockpit. It also could scout for submarines.

Powered by a Wright improved "Cyclone," the biplane could stay aloft for seven or eight hours, cruising at 155 mph. A

Duck Pilot during WWII reported landing in the Pacific with waves breaking over his top wing in order to rescue a downed pilot and then taxiing nine miles to the lee of an island when he could take off in calmer waters.

These "Jeeps of the Air" continued to serve after World II. In 1946/47 during Operation High Jump, organized by RADM Richard E. Byrd, Jr. to establish the Antarctic research base Little America IV, the Coast Guard would participate. The Joint Task Force included Coast Guard icebreaker NORTHWIND. J2F-6 Duck seaplanes were detached to the CG icebreaker, being used for making reconnaissance flights over the South Pole regions. The following year, 1948, was the last year of Coast Guard service for the Grumman Duck.

A J2F Duck was used in the 1971 film *Murphy's War*, starring Peter O'Toole, which includes a spectacular three-minute rough water takeoff scene along with numerous flying and aerobatic sequences. The actual airplane used in this film is on display at the National Museum of the United States Air Force near Dayton, Ohio; although it has been restored and painted to represent a rescue OA-12.

A Grumman Duck was also seen in several episodes of the TV series (1976-1978) *Baa Baa Black Sheep*, (aka *Black Sheep Squadron*), which dramatized the WWII adventures of the legendary "Pappy" Boyington and the exploits of his Marine fighter squadron VMF-214.



Auxiliary Aircraft Support Coast Guard Surface Units

By Ptero Joseph Giannattasio, P-3021, District Staff Officer-Aviation, District 5NR

CG Auxiliary District Fifth Northern aircrews conduct flyovers to assess the inlets and waterways for CG Small Boat Stations in New Jersey. These assessments are conducted to identify and photo-document shoaling and navigational obstructions around major inlets and the Intracoastal Waterway.

Initiated in 2012, the Auxiliary overflights specifically focused on increasing the CG's maritime domain awareness. Another key benefit of the missions have resulted in better situational awareness - CG surface units gaining observations of local waterway conditions following the winter season, after major storms, and providing marine mammal observation data.

LCDR Noel Johnson, CO CG Sta-

tion Atlantic City describes the benefits of these missions, "The overflight photographs were invaluable to

our crew. We conducted all hands training viewing the pictures and discussing



Auxiliarists Bill Fithian (l), Air Crew & Howard Davis, Aircraft Commander plan for an aerial waterway photo mission. CG photo by Joseph Giannattasio.



Hereford Inlet, NJ from the air. CG Auxiliary photo by Bill Fithian.

current shoaling and best ways to travel through certain areas. In fact, based on the pictures we added additional restrictions to transiting through Corson Inlet. Following the winter storms, we had identified that there was increased shoaling in the inlet, but we did not know the severity until seeing the aerial shots." LCDR Johnson included, "The photographs possibly prevent our crews from grounding. This mission was another example of how well the CG and CG Auxiliary work together to achieve common

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goals.”

BMC Kristopher Knowles, XO CG Station Cape May states, “The overflights benefit surface units in determining the location of shifting shoals and or sand bars. This lets us show coxswains and break-in coxswains where the best water would be when transiting. This also benefits us in having a real picture of the AOR so the communications watch standers get a real picture of the AOR rather than just a plain chart.”

Auxiliarist Bill Fithian, ADSO-AV-Training, said “The information gathered from area overflights informs the district air program’s future require-

ments by, for example, improving pilot familiarity with the region, providing information on the individual capabilities of aircraft, and allowing air crews to develop and experience new skillsets.”

BMC Knowles sums it up succinctly, “The saying that ‘pictures are worth a thousand

words’ is completely fitting for this.”



Aerial view of Corson's Inlet, NJ.
CG Auxiliary photo by Joseph Giannattasio.

Twirly Birds FROM 14

rescue swimmer took place on 10 December 1987. At 1937, *Bluebird*, a 26-foot long fishing vessel called Mayday and requested assistance. The duty helicopter crew at CGAS Sitka quickly boarded HH-3F 1486 and prepared to fly directly into a quickly developing storm of near hurricane proportions. Lieutenant Commander John Whiddon, Lieutenant Greg Breithaupt, AD1 Carl Saylor, AT3 Mark Milne and ASM2 Jeff Tunks were airborne in 17 minutes and were immediately buffeted by 80 knot winds, snow and ice.

There were two people on board *Bluebird*—Jim Blades and his six-year-old son Clint. The vessel was near mountainous terrain and the visibility was less than one-half mile. The helicopter quickly arrived on scene but it could not maintain a stable hover due to the strong, shifting winds and turbulence. Lieutenant Commander Whiddon used up to 123% power and the entire range of flight controls in his attempt to keep the aircraft steady. The nose pitched up and down 20 degrees and altitude changes of 100 feet were almost constant along with 20-degree rolls. The aircraft flew backwards several times. There was no way he could lower the basket to the deck of the vessel so he told Jim and Clint to get in the water. They were both wearing survival suits and Jim strapped young Clint to himself.

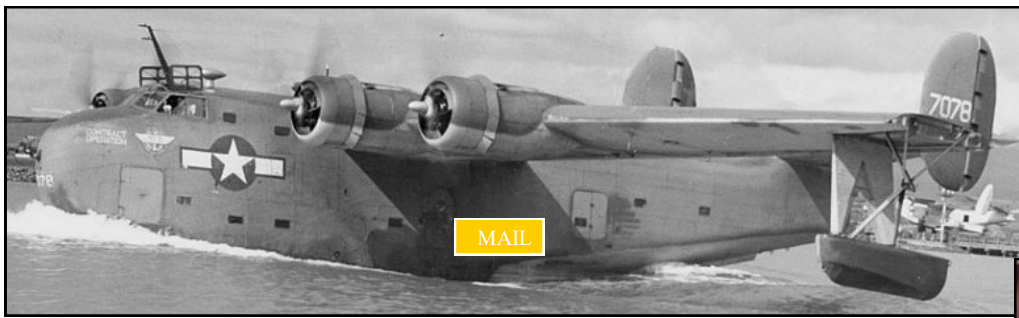
After almost losing control of the helicopter several times Lieutenant Commander Whiddon asked ASM2 Tunks if he would get in the water to assist the survivors. Even though his training at the U.S. Navy rescue swimmer school had never prepared him for conditions like this, his answer was, “Yes I can”. He was lowered into the freezing water from a 60-foot hover on a horse-collar sling. Once in the water, ASM2 Tunks was dragged 100 yards from the survivors. Following the nose light of the helicopter he swam through 40-foot waves, relocated the fisherman and his son and helped them stay afloat. After several attempts, the wildly swinging basket finally came within reach and ASM2 Tunks rolled both survivors into it. After the survivors were safely hoisted aboard, ASM2 Tunks managed to grab the outside of the basket. He hung on until he was also safely aboard. This outstanding rescue mission clearly showed the value of helicopters and the new rescue swimmer program.

[To be continued. Article reprinted with permission of the author and ‘Foundation’ magazine, Spring 2018, the magazine of the Naval Aviation Museum Foundation for supporters of the National Naval Aviation Museum www.NavalAviationFoundation.org ...Ed]



Jim and Clint Blades (kneeling) with the crew of HH-3F 1486 (recently restored at the National Naval Aviation Museum) that rescued them from Sitka Sound in December 1987. Allen Skora





Mail Call! This issue's mail is brought to you by the CG Consolidated PB2Y-5 'Coronado' operating out of AirSta San Francisco in 1943.

New 2nd Oldest CG Aviator Located

In glancing through the spring, 2018, issue of the Pterogram, I noticed that my friend Ptero James C. Seidl, Aviator 343, is not mentioned as one of the known oldest living aviators. James earned his Winds of Gold in April, 1943. He is currently 98 years old and will be turning 99 this coming October 4, 2018.

Born in Blue Island, Illinois in 1919, Jim enlisted in the CG in 1941 and completed flight training for reconnaissance and rescue missions. He completed helicopter training in 1953 and retired in 1971 as a LT. He entered the field of mens' clothing and business management and retired again in 1981. He has been an active member of Lions International for 35 years with awards for community service and has collected over 2,000 pairs of glasses for the Lions 'Sight First' Project. He is a 65-year member of Elks International. He is a past President of the Military Officers' Association of America and a member of the Knights of Columbus, the American Legion, and the Navy League. He is a member of the Arizona Veterans' Hall of Fame.

In my humble opinion, he deserves this recognition.

Bob Schardt



Congratulations!

An HU-16E Adventure Out of the Past

Back in the early sixties, one of our 'Goats' ran aground on the reef after landing long at Talampulan. I was designated to supervise the salvage operation by Don Lucius. They flew me down with a couple of Navy divers who were to patch the hull just forward of the step. To make access easier for them, I decided to try to lower the gear manually using the hand pump. I got the left main and the nose wheel down but there was too much resistance on the right side. I asked about ten guys including off-duty LORAN station personnel to climb out on the left wing and the right wheel came down easily. Hugh Huleatt will remember this story. After the patches were secured, I water taxied down to the South end of the Island and attempted to run up on the beach on Marston matting the crew put down and got bogged down. Anyhow. Don sent our Ops Officer, Harold Tydings, down to fly her back to Sangley Point. CGC Nettle pulled the plane backwards off the beach and the crew flew her back to Sangley. Harold said as soon as he got up on the step the patches tore off and any water inside the hull sucked out. Ptero Marty Kaiser, Aviator 753

Two Pteros Having Fun



Pteros Glenn Gunn and John Pasch,

Aviator 2760, returning from a \$100 hamburger at Okeechobee, FL. The only thing more perilous than two instructor pilots flying together, is two retired Captains flying together.

Ptero Glenn Gunn, Aviator 1958

Pub with CG Memorabilia



Two local Boston sports fans, Henry (L) and Jackie Pescatore (R) with GM Chris Goll, visiting THE POINT in Boston. Henry's a longtime friend of mine. How much USCG memorabilia can you find in the background? All Pteros are entitled to free beers when they come in! Just call me. (617) 908-4001 [See related story in Pterogram 3-16. P. 27...Ed] Ptero Larry Post, Aviator 1873

CG Auxiliary Air Program Display



READING, PA - Coast Guard Auxiliarist Tawney Gutierrez enjoying the District (5NR) Air Program display at their Spring DTRAIN's "Hall of Duty." The Hall of Duty is a dedicated area at recent DTRAINs that showcase the various Auxiliary missions within the district. Story & CG Auxiliary photo by Ptero Joseph Giannattasio, P-3021

CGAA Sponsors Hole at CG Academy Alumni Golf Tournament

The 'Ancient Order' sponsored the par 3 17th hole at the Academy Alumni Association's Otto Graham Golf Classic held at Arnold Palmer's Bay Hill Golf Club in

Orlando on April 30th. The 17th hole was also the \$10K prize hole-in-one hole. No one claimed it that day.



CGAA Executive Director Ben Stoppe, Aviator 1646, at the 17th tee.

The foursome of Ben Abiles (L), Ben Stoppe, Tim Healey, & Frank Kishman - all members of the CGA Class of 1972. They accomplished their goal: don't finish last.



Helicopter Rescue Baskets Featured at American History Museum



'Helicopter Rescue Baskets' was one of the exhibits at Military Invention Day on 19 May at the Smithsonian National Museum of American History in Washington, D.C. Ptero LCDR Will Johnson, Aviator 3804, the CGHQ Aviation Forces C4ISR/EFB Platform Manager (CG-7113) and CG Archivist Beth Crumley manned the exhibit. They briefed attendees on the evolution of helo rescue baskets. There were also two other CG exhibits at the annual event.

Another Pterogram Sighting

I traveled to Rappa Nui, aka Easter Island (Chile) in early March of this year with a small group. We started the trip in Santiago,

Chile & visited there, then a winery between Santiago & Valparaiso, Chile, and then toured Valparaiso. Then, on to Easter Island for three days.

Ptero Exec. Dir. Ben Stoppe, Aviator 1646



Ptero Tom Beard's, Aviator 1104, Book Reviewed

This well-written book is not just an interesting read; it is both historic and inspiring. It delivers insight into how a few special people (American Exceptionalism) changed history for the better, and how they paid a high price for doing the right thing, for disrupting the status quo.

The history of aviation progress followed that model: the Wright Brothers with their bicycle shop and Glen Curtiss with his reliable engines and better designs. The small band of Navy officers (Admirals Byrd and Moffit, and Commander George Noville) who set records and brought aviation to the fleet were similar. There was General Billy Mitchell, who was court-martialed for daring to show that his ragtag bombers could sink battleships. Names like Jimmy Doolittle and Kelly Johnson also come to mind.

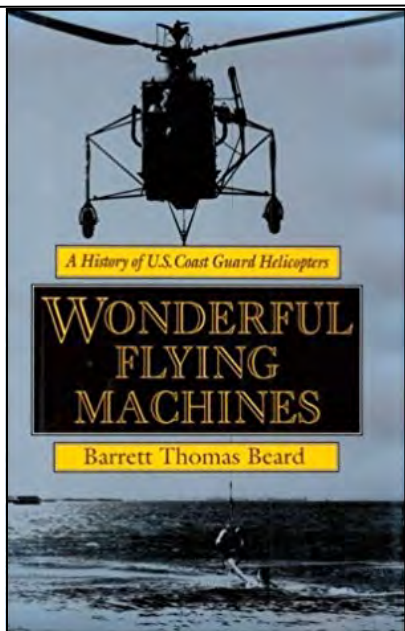
The first part of the book writes this history, featuring Captain Frank Erickson and Captain William Kossler. This is the history of helicopters. The research is extensive, built on several failed efforts to tell the tale, and hundreds of cited documents and interviews.

This book's focus is on the Coast Guard. It convincingly makes the case that it was the Coast Guard that inspired, wet nursed, and nurtured the helicopter. Without that, the rest of this history would not have happened. Thus, the book's focus is on copters as "fishers of men," as lifesaving tools "that others may live."

The book notes that the 42% of the U.S. Navy's crews operate helicopters. That surprised me. What surprised me more was that only 29% of U.S. Army aircraft are attack helicopters. So perhaps it is true that helicopters did do more "saving" and "preventing" than "killing." Interesting to ponder.

I recommend the book. The writing and editing is first rate.

Reviewed by John D. Trudel, Military Writers Society of America, April 2018
Available on Amazon in Kindle (\$7.99) and Hardcopy (\$30.13)



Ptero Store Update

By Ptero Store Manager
Jay Crouthers, Aviator 1360

First, a little history: From the earliest years of the Ancient Order of the Pterodactyl, there has always been a need for "Ptero stuff": patches, decals, Polo and T-shirts, commemorating the various Roosts. Often the left-overs would reside in the Treasurer's basement until the next Roost when the items were available for sale. Somewhere around the turn of the century (makes us sound like we've been around for a while, which we have) many of the Roost's needs were supplied by StoutGear, a small company in Annapolis, MD.

The evolution: In 2015, at the San Diego Roost, the Centennial Committee had a meeting to plan our strategy for the upcoming 100 years of CG Aviation celebration in 2016. Among many items on the agenda was the need for several neat items to commemorate the event and a way to offer them to anyone wanting them. In other words, it was time for the Ptero Store to come out of the basement and join the 21st Century. Since Lorie and Alex Stout were friends of mine, already had a familiarization with CGAA and I lived near them in Annapolis, I volunteered to "help" with marketing. At this point I might mention the word "help" had a different meaning to me than it did to the rest of the committee. Before I knew it, I was named the Ptero Store Manager (no you won't find the title named officially anywhere) and have been running the operation since conception. Thankfully, the Stouts and the CGAA Board have been very supportive and helpful to me while we've gotten this up and running.

In the two and a half years we've been evolving with this venture I've learned a lot of things, about retail sales and purchasing, online website sales and marketing that is much more confusing and difficult than I'd like. Offering the highest quality products, at the lowest price and still being able to pay the bills is a daunting task. The store must make enough profit to pay expenses and be able to purchase items in bulk to keep prices low. Items like hats, coins, patches, T-Shirts and other mass-produced goodies need to be ordered in large enough quantities to be cost effective, but not so large as to use up all our operating capital so we cannot afford to purchase anything else. I won't mention the storage problem. Polo Shirts and other embroidered items can be purchased in much smaller quantities but need to be at least two or more or the

cost is prohibitive.

We've tried to introduce artwork for the most popular aircraft as quickly as we can. Starting in 2016 with all the Centennial items along with the HH-52A, CGNR 1426 T-Shirt to honor the induction of that machine into the Smithsonian in April of that year. It was a very busy time bringing the store up-to-speed and introducing so many products at the same time. At the Mobile Roost, I was asked about when other aircraft would be introduced with everyone wanting their favorite available next.

The time it takes from conception, through the artwork, to finalization to ordering takes much longer than you can imagine. In 2017, we needed to introduce artwork for the Atlantic City Roost. So, we came up with an H-65 T-Shirt and embroidery for the Polos. Along the way we introduced the "Wings" decals, "Wings" Long-Sleeved Dress Shirts and the new "Thumbs-Up" Ptero logo and patch. Realizing the starch-wingers were being left out with all these helos, we decided the C-130 would appeal to the largest number of Pteros since it had been around forever and been flown by so many aircrew. I guessed wrong because they have never sold well. I don't know if the color of the shirt was the problem or what, but I must admit it was a flop. As with anything concerning the store feedback is always encouraged. You can do that by emailing ptero@cgaviationassn.org.

In preparation for the 2018 Traverse City Roost, we've just introduced the H-60 T-Shirt. Like everything we've designed and made available, I think the artwork and overall desirability of this shirt should be huge. We also designed a challenge coin to commemorate the refurbishment of HH-3F CGNR 1486 (on proud display at the National Naval Aviation Museum in Pensacola, FL) combined with the 75th Anniversary of CG Helicopter Aviation. A coin will be awarded to each donor to the refurbishment fund-raiser and available for sale on the PteroStore website by the time you read this Pterogram. To round out some of the other items in the store, we've come up with artwork for the HU-16E, HH-3F and "Thumbs-Up" Ptero. All of these embroideries are available on Polo Shirts, jackets, etc. Our final product introduction to date are copies of the original painting the CGAA commissioned to commemorate 75 years of Coast Guard Helicopter Aviation and donated to ATC Mobile as seen above.

We are in the process of determining the best size(s) to offer and finding the most



economical method of reproduction. Any suggestions would be much appreciated.

Lastly, the process of embroidery on clothing items, once the artwork is complete and the company has it in their computer, can be quickly put on any piece of clothing. The problem arises when we have an order for only one item at a time. The cost is prohibitive but becomes reasonable when two or more of the same item are embroidered together. We are uncomfortable delaying the order for one item in hopes of a second order coming in a timely manner. However, we cannot afford to do a "one-off" and still maintain the price quoted on the website. So, here's the plan: when we receive an order for a single embroidered item, we will contact the purchaser and advise them they are the only order for that particular artwork and ask them if they are okay with a delay while we wait for a second order. If they are not, we will advise them of the increase in price to expedite the order. We hope this will not happen often but your patience will keep prices low and all should be well. The other thing we will be doing is starting to phase out some of the color choices that aren't moving very well which will simplify maintaining our website which is rapidly growing to multiple pages. We do respond to special orders but must charge extra for them. All items presently on the website will continue to be available until after the Traverse City Roost at which time items will start to be taken off the site. Remember, for those attending the Roost, you can order items (well in advance) and I will "truck" them to the Roost for delivery in person, thereby saving you postage. Handling charges will still apply.

Lorie, Alex and I encourage you to visit the "Store" at the CGAA Website often: <https://aoptero.org/> or you can go directly to:

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



Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2018 "grads" which we are proud to salute. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!! [*Honor Graduate]**

<u>Graduate</u>	<u>Assignment</u>
AMT3 Elizabeth C. Carson	Houston
AMT3 Cyrano A. Daubon	Barbers Point
AMT3 Jessica S. Douglass	Sacramento
AMT3 Matthew S. Gillett	San Francisco
AMT3 Michael J. Higgins	San Francisco
AMT3 Kyle C. Lacasse	Elizabeth City
AMT3 Jackson P. Odette	Sitka
AMT3 Eric D. Speranza	Kodiak
AMT3 Abelardo J. Vinas	Sacramento
AMT3 Alexander J. Williams	Kodiak
AST3 Anthony W. Borr	Mobile
*AST3 Benjamin M. Loy	North Bend
AMT3 Noah A. Carpenter	Corpus Christi
AMT3 Michael H. El-Hasan	HITRON
AMT3 James F. Few	Kodiak
AMT3 Tyler A. Fletcher	Kodiak
AMT3 Brandon P. Kirkland	Elizabeth City
AMT3 Ashley R. Laugavitz	Elizabeth City
AMT3 Casey A. McCain	Clearwater
AMT3 Mitchell J. Millsap	Elizabeth City
AMT3 Gabriel A. Torano Rodriguez	HITRON
*AMT3 Michael J. Clements	Mobile
AET3 Matthew D. Berlingieri	Cape Cod
AET3 Samuel M. David	Detroit
AET3 Omar J. Ewert	New Orleans
AET3 Daniella G. Ferrell	San Francisco
AET3 Vincent T. Guthrie	HITRON
AET3 Caleb A. Johnson	HITRON
AET3 Rodolfo Olavarria Fullerton	Borinquen
AET3 Drew T. Price	Mobile
AET3 Ariel I. Silva	Miami

<u>Graduate</u>	<u>Assignment</u>
AMT3 Carlos G. Chavez	San Francisco
AMT3 Jaime J. De La Cruz	Kodiak
AMT3 Tyre J. Duvernay	Miami
AMT3 Conner G. Henderson	Barbers Point
AMT3 Anton V. Kramer	Elizabeth City
AMT3 Sean M. O'Connell	Cape Cod
AMT3 Zachary R. Piner	Borinquen
AMT3 Seth D. Vandyken	Mobile
AMT3 Johnny Vo	Mobile
*AMT3 Tyler J. Burgess-Bruns	San Francisco
AST3 Nicholas L. Mauricio	Atlantic City
AMT3 Mitchell J. Budish	Clearwater
AMT3 Mehdi Derraz El Kabir	Cape Cod
AMT3 Kalena M. Exner	Barbers Point
AMT3 Michael W. Figueredo	Clearwater
AMT3 Nikolay M. Henze	San Francisco
AMT3 Kyle D. Lashley	North Bend
AMT3 Michael S. Lebron	Barbers Point
AMT3 Christopher L. McDonald	Kodiak
AMT3 Elijah S. Squartsoff	Kodiak
AMT3 Jorge A. Vazquez Adorno	HITRON
AET3 John P. Ackerman	Kodiak
AET3 Lucas J. Burns	Port Angeles
AET3 Spencer T. Davis	Clearwater
AET3 Noel K. Fernandez	Mobile
AET3 James C. Gugert	Kodiak
AET3 Steven D. Harvey	Houston
AET3 Ronald V. Monroe	HITRON
AET3 Sun J. Park	Sacramento
AET3 Derek T. Russell	Atlantic City

[Continued on P. 23]



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
4755 William S. Disc	Corpus Christi	4756 Matthew R. Chapman	Corpus Christi
4757 Jacob R. Lawson	Corpus Christi	4758 Kyle J. McClure	Detroit
4759 Katy C. Caraway	Borinquen	4760 Danielle J. McMeekin	Houston
4761 Brian K. Holcombe	Mobile	4762 Wade I. Myers	North Bend
4763 Phillip E. Walker	Kodiak	4764 Parker A. Lee	Atlantic City
4765 Joshua C. Smith	Barbers Point	4766 William F. Rimmmler	Barbers Point
4767 Catherine R. Leknes	Miami	4768 Cody C. Harris	Clearwater
4769 Tyler J. Bittner	Atlantic City	4770 Laura R. Carts	Savannah
4771 Andrew R. Connell	Clearwater	4772 Carlos M. Gonzalez	Borinquen
4773 Townsend F. Hirst	Elizabeth City	4774 Joshua W. Wombolt	Houston
4775 James D. Engelhardt	Elizabeth City	4776 Banning S. Lobmeyer	Cape Cod
4777 Daniel C. Chase	Houston	4778 John D. Benedict	Miami
4779 Joshua S. Alleman	Atlantic City	4780 John D. DeCasta	Atlantic City
4781 Robert W. Pfaff	Astoria	4782 Bernard A. D. Hainen	Houston



CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

CHECK BOX IF Spouse NOT to be listed in Directories NOTE: Any phone numbers you provide will be used in the CGAA Directory/Roster - please do not include if you do not want them to be published.

Spouse: ☐ TP Res. () _____ - _____
 Email Res. _____ TP Work () _____ - _____
 Email Work: _____ TP Cell () _____ - _____

Sign me up for:

- ☐ Life Membership \$275 (includes a Ptero Pin)
☐ Annual Membership \$40 (Active Duty \$25)

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.

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



\$20



\$20 + UP

"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.

Jun 2018 Please make copies of this form and pass it on.

Please check all below that apply:

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

☐ CG Aviator (Data if known:) ☐
 Designation Nr: _____ Date: _____
 Helo Nr: _____ Date: _____

☐ CG Aircrew ☐ CG Flight Surgeon
☐ Exchange Pilot
 Service _____ Country _____
 CG dates served: _____ to _____

☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

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

Total Enclosed: \$

Aviation Technical Training Center Graduates (Continued)

<u>Graduate</u>	<u>Assignment</u>
AET3 Michael Vecchione	Atlantic City
*AET3 Theodore M. Oja	San Diego
AET3 Tracey O. Beeson	Houston
AET3 Ashley N. Bolanos	HITRON
AET3 Ryan E. Curran	Clearwater
AET3 Austin D. Fraughton	Mobile
AET3 Antonio A. Hernandez	San Diego
AET3 Patrick C. Knapp	Kodiak
AET3 Michael T. Martin	Elizabeth City
AET3 Christopher B. Parkhurst	Kodiak
*AET3 Benjamin J. Davis	Traverse City
AMT3 Frank A. Colon	Elizabeth City
AMT3 Ryan T. Fleming	Elizabeth City
AMT3 Justin T. Hartsock	Kodiak
AMT3 Kenneth A. Kell	Kodiak
AMT3 William J. Lee	Elizabeth City
AMT3 Sean W. Long	Kodiak
AMT3 Robert C. Parkhill	Elizabeth City

<u>Graduate</u>	<u>Assignment</u>
AET3 Adam C. Stewart	Mobile
AET3 Michael P. Barbieri	Mobile
AET3 Gerardo Rivera Torres	Sitka
AET3 Joseph G. Cimino, Jr.	C27J Elizabeth City
AET3 Taylor M. Fortier	Mobile
AET3 Branden D. Frederick	HITRON
AET3 Elijah B. Kelley	Kodiak
AET3 Joshua D. Luther	C27J Elizabeth City
AET3 Gregory M. O'Connell	Mobile
AET3 Justin J. Rozanski	Mobile
AMT3 Michael P. Andre	Sacramento
AMT3 Ryne N. Deleeuw	Clearwater
AMT3 Kyle D. Gravelle	Kodiak
AMT3 Ian J. Hurd	Humboldt Bay
AMT3 Vincent R. Lara	Kodiak
AMT3 Brice A. Liebl	Elizabeth City
AMT3 Leonid Martyanov	San Francisco
*AMT3 Regulo I. Ramirez	Clearwater



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Pteros CAPT (Ret.) Dan Burbank (R), Aviator 2672, & CDR (Ret.) Bruce Melnick, Aviator 1671, spoke about their careers as NASA astronauts & CG aviators at the CG Heritage Museum on 19 May in Barnstable, MA. They are the only two people in history to have been both astronauts & CG members. (CG photo/Lara Davis)



New CG Sector AirSta Corpus Christi Facility Dedicated.
See story on Pg. 4.

MAIL Pg. 19

**THAT'S NOT
ALL !!**



Our exciting venue for the Traverse City Roost. Details on P. 7.



Recently restored HH-3F CGNR 1486 Displayed at National Museum of Naval Aviation. (Ptero Jay Taylor Photo) Story on Pg. 6.