



# PTEROGRAM

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

Sitrep 2-19 Summer 2019

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

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### New Enlisted Ancient Albatross Installed at ATTC Elizabeth City

On 24 May, the Coast Guard's 11th Enlisted Ancient Albatross, Ptero AMTCM Kit Harris, P-4427, retired and was relieved by Ptero AMTCM Broderick Johnson, P-5068, AirSta Detroit CMC, in a ceremony at Aviation Technical Training Center Elizabeth City. (Photos by Michael J. McCleary)  
[See more pictures on P.23...Ed]



Ptero Johnson (R) Receives  
His 'Ancient Garb' from  
Ptero Harris.



### Pforty-third Ptero Roost in Clearwater is on the Horizon



The 30 September deadline for registration and hotel reservations for our annual gathering on 5-8 November at the Sheraton Sand Key on Clearwater Beach is fast approaching. We will be honoring the CO CAPT Joseph T. McGilley, Aviator 3319, and the men and women of Air Station Clearwater. The Roost Core Committee (Pteros Mark D'Andrea, Aviator 2359, Alice D'Andrea, Mario Vittone, RS-368, Myra Merta, & Pam Gunn), have planned an outstanding Roost, in the warm south, filled with celebrations and local excursions! Please see the AOPtero.org website for info on Roost events and to register and reserve your hotel room.

## 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 2019, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

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

**MOVING?? Please let us know.**

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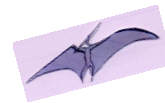


## A Message from 2799 (CGAA/AOP President):

From the President:

The hardest thing about running a marathon is shutting up afterward. That's how my first year feels. Our Executive Board has been cranking on celebrating historic milestones, researching and documenting history, establishing coordinators for every aviation unit, recognizing aircrews, sponsoring key ceremonies and awards, growing our membership, and planning an epic Roost in November. Janis, Ben, Mike, Gary, Steve, Jack, Jay, Ray, Scott, Larry, Paul, Bear, Chris, and the Marks are classic overachievers. You can't pay for the stuff they do (and we don't)! We're halfway through 2019, and some of the highlights for me included presenting a posthumous Legion of Merit to 3 generations of Erickson family members, sponsoring a reception for Female CG Aviation Pioneers and 50 attendees at the WAI Conference, celebrating the 100th anniversary of Stone's NC4 flight across the Atlantic, helping celebrate HITRON's 20th Birthday, and supporting another daring J2F expedition to Greenland. I can't stop there. We have a busy second half ahead, and I'm setting my sights on fundraising and big money for some of our big projects on the horizon. We have some incredible ideas for supporting aviation programs and preserving our history, but they aren't free. If you have any ideas or insights, I'm all ears!

Fly Safe, Mike



## Taps

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

Robert C. Herold, 1431, 8/31/18

Patricia Thometz (spouse of Ptero founding member George Thometz (Deceased), 530), 12/5/18

Rick DiGennaro, 1396, 2/5/19

Lucinda Richardson (Spouse of Ptero Billy Richardson (Deceased), 745), 2/7/19

George Seaman, 732, 2/17/19

Norman V. Scurria, Jr., 1506, 2/22/19

Robert B. Workman, Jr., 914, 2/26/19

Preston McMillan, 1149, 2/8/19

Richard O. Buttrick, 988, 3/2/19

Eileen M. Iversen (Spouse of Ptero James R. Iversen (Deceased), 534), 4/24/19

Melissa R. Shorey (Daughter of Ptero Daniel, 1148, & Lynne Shorey), 4/24/19

Wilson "Connie" Edwards, Honorary (P-3247), 5/3/19

Frank K. Cole, 1417, 5/22/19

Nelson H. Keeler, 1131, 11/6/18

Joseph P. Solometo, Jr. 1332, 5/6/18

Fellow Pteros: In the last several months we have lost some beloved pillars of our Ancient Order. Space limitations preclude publishing of their obituaries documenting their extraordinarily stellar lifetime achievements here, but most of them were published in ALPTero emails. They will be sorely missed and their incredible contributions to the Pteros, however large or small, will always be tremendously appreciated and remembered. We were all honored and privileged to have known them. Treasure your memories of them. May they always have fair winds and following seas...Ed



## Air Station Cape Cod Holds Memorial Service on 40th Anniversary of HH-3F Loss

CCGD1 Press Release

On 13 February, the crew of Air Station Cape Cod held a 40th anniversary memorial service for the crew of HH-

3F CGNR1432 who gave the ultimate sacrifice on Feb. 18, 1979.

Coast Guard LCDR Jim Stiles, Royal Canadian Air Force Captain George Burge, PO2 John Tait, PO2 Bruce Kaehler and PO2 Mark Torr launched 40 years ago to rescue a fisherman from the Japanese fishing boat *Kaisei Maru*. The weather was severe: winds in excess of 30 knots, seas over 20 ft., and reduced visibility from snow. This was the third attempt to medevac the crew member; the other attempts proving unsuccessful due to weather conditions and not knowing the exact position of the fishing boat. At 5 a.m., the boat was located and



Coast Guard Auxiliant Chaplain Buddy Washburn reads the invocation as CCGD1 RDML Andrew Tionson and CO Ptero Scott Langum, Aviator 3361, look on.



CDR Steven F. Jensen, Aviator 3622B, leads the formation of the AirSta Cape Cod crew (CG Photos by PO2 Nicole Groll)



Standing are the crew who stood the watch at AirSta Cape Cod on Feb. 18, 1979, when the crew of Aircraft 1432 gave the ultimate sacrifice

the rescue basket lowered. During the rescue, the HH-3F Pelican experienced a sudden loss of power and fell into the turbulent seas, claiming four out of the five lives. Torr was the sole survivor.

The crew of Air Station Cape Cod, family, friends, and past shipmates gathered to honor the memory of this fatal accident, where four crew members made the ultimate sacrifice '... that others may live.'



LCDR John Filipowicz, Aviator 3887, and Royal Canadian Air Force Capt. Pete Wright salute the memorial wreath.

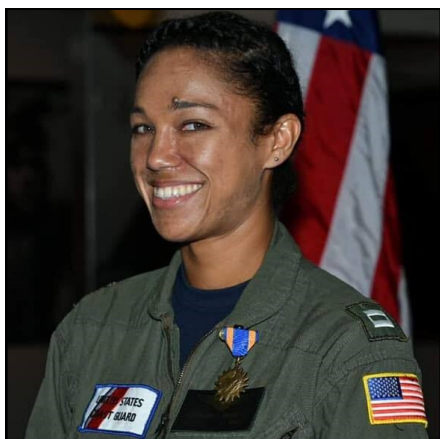
## First African-American Female CG Aviator Receives the Air Medal

On 21 February, LT Ronaqua Russell, aviator 4533 from Airsta Miami, became the first African-American female

aviator in the CG to receive the Air Medal. She was recognized for responding to Hurricane Harvey in a C-144 Ocean Sentry from AirSta Corpus Christi in 2017 with CDR Steve Pittman, aviator 3796, who was also awarded an Air Medal, and crew. Congratulations!

The five African-American women pilots in the CG, from left to right, are HC-130 pilot

LCDR Jeanine Menze, av. 3775. MH-65 pilot LCDR. LaShanda Holmes, av. 4259, HC-144 pilot LT Angel Hughes, av/ 4429. MH-60 pilot LT Chanel Lee, av. 4397, & HC-144 pilot LT Russell. — taken at LT Russell's ceremony at Morton Field, AL, the Tuskegee Airmen National Historic site.



Photos by Nathan Hughes.



## Female CG Aviation Pioneers Honored at 30th Annual Women in Aviation International Conference By Ptero Prez Mike Emerson, Aviator 2799

Admiral Charlie Ray, was very appreciative that we gathered so many pilots and aircrew in SDBs and celebrated the progress of our service on leading the way for women. He worked the room and spoke to every aviator in the room, and there were many. Attendees came from Barbers Point, Cape Cod, Juneau, Borinquen, Miami, Port Angeles, DC, San Diego, and many others. CG-4, and 711 were there as well. Alas, there were no other Pteros from the area.

I welcomed everyone on behalf of CGAA, and introduced them to our guest of honor, Ptero Betty Uhrig WAI pioneer award recipient, and Lisa Uribe, representing her cousin, Dior (Lowen) Hubel. All of the guests socialized for over an hour. Many were unfamiliar with us. Please see the Ptero website, AOPtero.org, for more photos of the event.

Nine Coast Guard female aviators were honored at this conference. The Coast Guard's First Women Aviators and Aviation-Related Enlisted Women is a group of three officers and six enlisted personnel who proved women had a place in military aviation. These nine females entered the Coast Guard in the early 1970s and were unable to realize their dreams or full potential until 1976, when the restriction was lifted for them to serve in all aviation careers. Through hard work, commitment, and dedication, they paved the way for successful acceptance and inclusion of women into CG aviation.

**Janna Lambine** Janna Lambine, the daughter of a retired Navy commander, was raised in East Walpole, Massachusetts. She graduated from Bates College in Lewiston, ME, in 1973 with a degree in geology. Lambine applied for flight training while attending OCS. Upon graduation in December 1975, she began her flight training in January 1976. She received her wings at Naval Air Station Pensacola, Florida, on March 4, 1977, earning the title of Coast Guard Aviator #1812, and received her designation as a Coast Guard HH-3F helicopter pilot on May 6, 1977. This made her the first female aviator, the first female helicopter pilot, and the first female HH-3 helicopter pilot in the Coast Guard.

Lambine began her Reserve career in January 1981 but was re-called to Active Duty during Operation Desert Storm and served on Governor's Island for six months during and after the war. She eventually retired from the Reserves in 2000 as a commander. In her civilian life she was a trainer and exercise instructor for 18 years in Massachusetts. She currently enjoys life on Cape Cod,



**Vivien Crea** Ptero Vivien Crea was an "Army brat" who grew up on the east coast and overseas. She graduated from the University of Texas in Austin with a degree in biology in 1972 and completed OCS in 1973. She was assigned to the Marine Environmental Protection division at CGHQ before receiving orders to flight training in 1975. Crea received her wings as the second female aviator and the first female fixed-wing aviator for the Coast Guard on April 29, 1977, designated CG Aviator #1820. After five months at USAF Navigation School, she completed C-130 training in Little Rock, Arkansas, and became the first female to fly the HC-130 in the CG. Her first aviation assignment was at AirSta Barbers Point, Hawaii. Crea's career saw many additional "first female" accomplishments rising all the way through the ranks to become the first female vice commandant of the Coast Guard. Vice Adm. Vivien Crea retired on Aug. 7, 2009.

(NOTE: Crea was inducted into the Women in Aviation Pioneer Hall of Fame in 2010. Her bio from the WAI webpage reads: "VADM Vivien Crea is the most senior ranking woman in the history of the CG whose career consisted of the following firsts: first female aircraft commander; first female military aide to the president; first female to command a CG air station; first female executive assistant to the commandant of the CG; first female selected as rear admiral; first female appointed as vice admiral; first female of any military service to be appointed as second in command of the military force; and first female to be the CG's Ancient Albatross.



**Colleen Cain** Colleen Cain, a Coast Guard reservist, became the service's first female helicopter pilot in June 1979. Tragically, her life was cut short thirty years ago.

Earning her commission from OCS in 1976, Cain had her sights set on a career in flight. She earned her private pilot's license in 1977 and was selected for flight training the following year. Upon earning her wings as only the third female CG aviator, she became CG aviator #1988. As a pilot, she flew many remarkable missions and earned her qualifications as co-pilot, first pilot and aircraft commander. Just a year after earning her wings, she flew a rescue mission to save a 3-year-old boy who had slipped into the water during a fishing trip with his grandfather. She received the CG Achievement Medal for her response to the rescue.

On Jan. 7, 1982, Cain was launched to respond to a distress call from the Pan Am, a 74-foot fishing boat that was taking on water off Maui and in danger of sinking. It was 4 a.m. when the helicopter lifted off from Air Station Barbers Point in torrential rains and heavy winds. By 5:15 a.m., the CG had lost radio contact with the crew. Almost nine hours later, another helicopter discovered the helicopter's wreckage on a steep ridge in Molo-kai's Wailua Valley. The crewmembers of CG1420, the 29-year-old Cain, CDR Buzz Johnson and PO2 David Thompson, were tragically killed.



**Robyn Rogers** Robyn Rogers grew up in Bay Minette, Alabama, and enlisted in 1974. While assigned to a communication station as a seaman apprentice, she learned that the ban on women had been lifted and she could pursue her dream to become a helicopter mechanic. Rogers graduated from Aviation Machinist Mate (AD) class "A" school on Aug. 5 1977, the first female AD in the Coast Guard and the only female in a class of 18.

She worked on HH-3Fs in Kodiak and HH-52As in San Francisco. She returned to Kodiak and became the first woman assigned to the Aviation Detachment in support of CG Cutters patrolling the Gulf of Alaska and Bering Sea. Rogers left the Coast Guard in 1982 and settled down in Soldotna, Alaska, with her husband.



LT Katherine Voth, aviator 4408,  
and LT Abigail Wallis, aviator  
4619, enjoyed the conference.





**Andrea Gardner** Andrea Gardner enlisted in the Coast Guard on March 1, 1976, a week after her 18th birthday from Grand Junction, Colorado, with the hopes of becoming a marine science technician or quartermaster. Halfway through boot camp she learned that aside from boatswain's mate, the seagoing rates were unavailable to women. Coming from a line of mechanics, having worked on cars with her brother and flying with a friend, she jumped at an opening for Aviation Structural Mechanic (AM) class "A" school.

She attended the Navy's AMH and AMS classes at the Naval Air Technical Training Center in Millington, TN, completing the training on Sept. 28, 1976, and became the first female AM in the Coast Guard. She specialized on the Grumman HU-16E Albatross fixed-wing aircraft at the Coast Guard's Aircraft Repair and Supply Center in Elizabeth City, North Carolina.

Gardner left the Coast Guard in 1978 and settled down in Oregon where she recently completed licensing requirements for clinical social work for the State of Oregon.



**Erminia Chillon** Erminia "Minnie" Chillon enlisted in the Coast Guard on May 23, 1976. Chillon took an aptitude test to qualify for specialty schools and chose to be an Aviation Electrician's Mate (AE). She received orders to AE class "A" school in 1977 and reported to the Naval Air Technical Training Center in Millington, TN, and was the only female in the class. She completed the training in February 1978 and officially became the first female AE in the Coast Guard.

She worked on the HH-52A single turbine amphibious helicopter in Brooklyn, New York, and recalls not having a dry suit that fit, but were required for the over-water search and rescue missions. The commanding officer decided to send her to the manufacturer to be fitted in person.

Chillon left the Coast Guard in August 1980 and currently works for L'Oreal USA, Inc.



**Elizabeth Uhrig** Elizabeth "Betty" Uhrig applied to the Coast Guard Academy in 1976, but when she wasn't selected she decided to enlist for four years. She graduated from the Aviation Electronics Technician (AT) class "A" school on March 31, 1978, as the first female AT in the Coast Guard.

Uhrig qualified as a radioman and navigator on the C-130 and HU-16 fixed-wing aircraft in San Francisco. She attended the Broadened Opportunity for Officer Selection Training at the Naval Base in San Diego, CA, in 1978. She was accepted to the Coast Guard Academy and graduated in 1984 with a degree in ocean engineering.

She was chosen to attend flight school and was designed CG Aviator #2415 on Aug. 31, 1985, and became an instructor pilot. After 20 years of service, she retired in 2000. She continued to fly as the first female pilot by Chevron Corporation until her retirement in 2017. She is proud to have been in 109 countries in two fulfilling careers.



**Dior Lowen** Dior Lowen entered the delayed enlistment program in November 1973 and was sworn into the Coast Guard by her father MCPO Darryl Lowen in Oklahoma City, OK in February 1974. After the ban on women in aviation had been lifted, she pursued her dream of working in an aviation career. Lowen was accepted into Aviation Survivalman (ASM) class "A" school and graduated in April 1976, becoming the first female ASM in the CG. Dior received her 'wings' on Oct. 2, 1977 when she qualified as a flight mechanic on the HH-3F. In 1977, she married AT3 Kerry Hendricks, and left the CG in 1978 to give birth to their daughter, Morgan.

In 1983, the family moved to Titusville, FL to pursue a job opportunity for both parents at Kennedy Space Center (KSC). In 1984, Dior was hired by Martin Marietta at KSC and became a Senior Solid Rocket Booster Deceleration Technician, where she refurbished and packed the Booster Parachutes for the Space Shuttle Program. After working 18 months with the newly named United Space Boosters, Inc. (USBI), the Space Shuttle Columbia accident caused layoffs across KSC, and Dior was among them. In 1987, Dior was called back to work at USBI and continued her work at the parachute facility.

In 2010, Dior retired from USA and KSC with close to 28 years of service in the space industry. Dior and her second husband, Scott Hubel, now reside in Palm Bay, FL.



**Kelly Mogk (Larson)** Kelly grew up in Seattle and enlisted in the Coast Guard in August 1984. In 1986 she attended the Aviation Survivalman (ASM) class "A" school and became the first female to complete the Navy's Rescue Swimmer (RS) School on May 23, 1986, to become the first female ASM/RS in the Coast Guard.

Mogk qualified as a rescue swimmer in both the HH-3F and HH-52 during her tour at AirSta Astoria. She earned an Air Medal and an in-person congratulations from then President George H.W. Bush for her heroic actions rescuing a downed Air National Guard F-4 pilot from his parachute.

Mogk attended OCS in 1993 and received her officer commission in February 1994. She was "winged" on May 3, 1996, as CG Aviator #3278. She transitioned into the HH-65 helicopter, becoming a pilot.

After retiring as a lieutenant commander in 2010, she continued working for the Coast Guard allocating resources, providing operational planning direction and oversight to multi-mission Coast Guard small boats, cutters and aircraft within the diverse Pacific Northwest operating area.



## Ancient Al #25 Letter to Pteros



Greetings, Fellow Pteros.

In early July, I visited one of my favorite places in the Coast Guard, Elizabeth City, to introduce Department of Homeland Security leadership to our units there. We visited the Air Station where we observed a demonstration of the "Minotaur" sensor suite installed on a C130J

that is becoming the standard for all our fixed wing fleet. Following that, we visited the Aviation Technical Training Center where we discussed classroom training and the advances technology will enable for our AMT's and AET's, followed by an in depth discussion of the significant progress ATTC has made in improving AST graduation rates while maintaining their high standards. Finally, we went to ALC where we toured the C27, H60 and H65 product lines and observed first-hand how our incredibly talented technicians, civilian and military, keep our fleet airworthy and ready. Of course, I was familiar with most of what we observed but that certainly didn't detract from the pride I felt in introducing our crews and their talents. Aircraft and systems will come and go, but the true strength of the Coast Guard lies in our people. Our too short visit to E-City was reminder of that. Semper Paratus!

ADM Charlie Ray, Aviator 2311



## Enlisted Ancient Al #12 Report to Pteros



Greetings from the Enlisted Ancient Albatross. My name is Master Chief Broderick Johnson, Command Master Chief Coast Guard Air Station Detroit. It is my distinct honor to serve as the Coast Guard's 12th Enlisted Ancient Albatross for the next two years. I am a graduate of the Coast Guard Aviation Technical Training Center's Aviation Structural Mechanic School and transitioned to the Aviation Maintenance Technician rating when the rates consolidate to the current system. I have been a career HH-65 aircrewman and my assignments include Coast Guard

Air Stations Brooklyn, Barbers Pt and Detroit and Los Angeles on two occasions.

The Enlisted Ancient Albatross Change of Watch Ceremony was held on May 24th at the Fixed Wing Training Facility at the ATTC in Elizabeth City, N.C. Thank you to CAPT Lance Belbin and his team at the Aviation Technical Training Center for being such gracious hosts and for putting on an outstanding ceremony. That day will forever be ingrained in the memories of me and my family. It was a whirlwind of emotions as Master Chief Kit Harris transferred the honor to me in front of the Vice Commandant and the nearly 200 people in attendance. Congratulations to Master Chief Kit Harris who retired shortly after the Change of Watch ceremony with over 30 years of Coast Guard service. Former Enlisted Ancient Albatross Master Chief Clay Hill (#10) and Senior Chief Gary Butler (#3) were present for the ceremony as well.

Tis the season. Since May 24th I have fielded several requests to attend retirement and Change of Command ceremonies. To date I have been lucky enough to attend ceremonies throughout District NINE and the Air Station Miami Change of Command. While in Miami, I had a chance to visit with some of the unit's young aviators and I must say that they

were extremely impressive to say the least. Smart, educated and a desire for doing the mission was the common theme. These young men and women truly represent the Coast Guard Core Values of Honor Respect and Devotion to duty.

My goal is to continue with the rich tradition of the Ancient Albatross designation and become as visible as possible throughout the Coast Guard. Many Coast Guard men and women have never seen the Ancient Albatross so look forward to seeing me in that leather hat, coat, scarf and goggles. Coast Guard aviators can also look forward to hearing from me following superior performance, achievements and heroism. I would love to hear from unit's regarding their newly qualified aviators, first live hoists and extraordinary SAR cases.

Semper Paratus!

Ptero Broderick Johnson, P-5068





**"Ace" By Ptero**  
**John Lewis, Aviator 1140**  
**(Continued from Pterogram 1-19)**

He'd been sitting in the TV lounge watching some old movie and having a glass of milk before retiring when the call came in. He'd had just enough time to grab his helmet and medical bag before a van picked him up and rushed him over to flight operations. Five minutes later, the white and red helicopter had come thrashing down, its spotlight slicing the silver slanting rain and glaring off the wet runway. It settled to a landing in a great whirlwind of spray from the rotor wash as a crewman jumped from the open hatch on the right side and beckoned him to come aboard. He hesitated, the rotor blades seemed to be dipping dangerously close to the ground, but finally crouched low and ran to the open hatch. The crewman boosted him up and in, helped him into an inflatable life vest, then hurriedly strapped him into a canvas seat on the far side of the helo where he sat facing the open hatch.

He'd been sitting there for several hours now; the wide strap of the seatbelt was snug against his paunch, but he wasn't about to loosen it. The crewman had left the sliding door of the hatch wide open and it yawned there just six feet away, a black, terrifying abyss of oblivion. He wondered why they always leave the doors open on helicopters. "Some sort of macho thing, I suppose," he mused. "I've heard something about helicopter crews, something about them being different. "What was it? Some newsman or somebody said it.

**'...if there's any disturbance of the delicate balance, the helicopter will stop flying—immediately and disastrously!'**

Yeh, Walter Cronkite...no, no, it was Reasoner. Harry Reasoner said something about helicopters. I read it somewhere...He said "helicopters are different than airplanes. He said airplanes fly naturally but helicopters don't want to fly (Lord, why am I thinking of all this stuff now?) Reasoner said if there's any disturbance of the delicate balance, the helicopter will stop flying—immediately and disastrously! He said there's no such thing as a gliding helicopter. And the pilots, what about them! He said they're brooders, introspective anticipators of trouble. They know if something bad hasn't happened, it is about to. Ohm man! Yeh, that's what

Reasoner said about them."

He knew they had descended through some heavy clouds and he saw what looked like glimmering fires and smoke out there in the dark. The crewman had moved to the open hatch and was peering out intently. His helmet had a microphone attached to it on a small boom and the helmet was connected by a long cord to a black box mounted on a rack full of electronic equipment. The crewman seemed to be talking to the pilot. Dr. Andrews wasn't hooked up to the intercom so knew little of what was going on, except when the crewman from time to time would lean over and shout to him above the engine



and rotor noise to tell him how much longer it would be till they arrived on scene. The crewman looked over at him new and gave him a thumbs-up signal. 'Something must be about to happen,' he thought and glanced up toward the cockpit. He could see the helmeted figure sitting there hunched over the controls, his left hand deftly manipulating a long, slender lever alongside the seat while his right hand made small, precise corrections with the control stick and his feet and legs worked the rudder pedals.

Winnie Andrews wondered who the pilot was. He wondered if what Reasoner said about helicopter pilots was true. He wondered a lot of things as he sat there looking at Psycho Sam-Sam.

Night turned to day. Or rather night turned to what day might be like had it been devised by a demented scientist. Six million candlepower of white burning phosphorous scorched through the clouds, setting them ablaze as if by continuous, thunderless lightning. Dr. Andrews cringed back in his seat as the helicopter splashed suddenly down into the sea. This must surely be the end. He wanted to close his eyes but instead sat transfixed as if to view for one last horrifying moment the world gone berserk.

The helo didn't sink, though, but began rolling and heaving as it rode up and down on the steep onrushing sells. He gaped in disbelief at the furious scene there before him. Everything was in motion. The helicopter blades spun dizzily, their shadows cast in the eerie white light upon the foaming black waves. All about in the restless water, flares bobbed and tossed, smoke curled up and went blowing in the wind to

mingle with the rain and spray while out of the clouds dropped parachutes with their blinding white cargoes of molten phosphorous. Some of the chutes were on fire and fell like meteors to splash, hissing and steaming, into the sea—still burning as they sank and creating strange glowing lights in the depths. Not far away, a boat rode heavily to its anchor.

By this time, Dr. Andrews had completely forgotten the reason for his being in the midst of this chaos, and he'd hardly noticed the crewman working diligently at the open hatch. How however, his horror turned to terror as he realized what was going on. The crewman had inflated a raft and was motioning for him to get in. No way! He wasn't going out there. Did they think he was crazy?

He looked up at the red clad, helmeted figure in the cockpit. Then the pilot turned and looked at him; or looked through him; or looked into him; or...something. Round, piercing, crazy blue eyes shone in the phosphorescent light, and a booming laugh came from a mirthlessly grinning mouth. It might as well have been old Beelzebub himself sitting up there at the controls. Winnie fumbled with his seat belt, finally got it loose and, with his medical bag clutched to his chest, tumbled headlong into the raft. He lay there with his eyes closed and wondered if prayers would be heard in this place. The crewman rowed them clear of the rotor blades and over to Valhalla.

"Sir, we only have fifteen of these flares left." It was our dropmaster calling from the aft hatch where he'd been throwing the flares out.

"That's OK. Keep putting one out every thirty seconds." I knew if Sam didn't finish up pretty soon, he'd never have enough fuel to get home. I was anxious to know what was happening down there but knew they had their hands full so decided to wait a few minutes more.

"You can turn out the lights, the party's over and we're headin' home." It was Sam. "We've got the patient on board and the doc says he's gonna be alright. We're climbing through three thousand feet now and just breaking out of the clouds."

I saw his rotating beacon winking off to our left.

"Got you in sight, Sam; now let's see if you have enough fuel to get home"

"I'm not worried about that," says Sam; "I need a relief tube!"



## Seven Atlantic City CG Aviators Awarded Air Medals for Meritorious Achievement By CCGDfive PADET Atlantic City

LT Andrew Cinque, Aviator 4515, PO2s Class Brandon Abdallah, Jordan Gilbert, and Christopher Wilson were cited for their meritorious work with Texas-based response agencies to rescue and aid numerous people in the aftermath of Hurricane Harvey in 2017.

"I am truly honored to recognize the skill and bravery of these exceptional Coast Guardsmen for their heroic actions," said Smith. "Their commitment to placing themselves in harm's way in order to protect the public is truly inspiring and embodies the Coast Guard's core values of honor, respect and devotion to duty."

The Air Medal was created May 11, 1942, to recognize service members for single acts of heroism or meritorious achievement while participating in flight in all branches of service. In the CG, the Air Medal is awarded by the Commandant. (Photos by PO1 Seth Johnson)



LT Smit, (L), PO2 MCGahee, & PO2 Register



PO2 Wilson, (R)



PO2 Abdallah, (R)



LT Cinque, (R)



PO2 Gilbert, (R)

Other CG aviation personnel who received Air Medals at AirSta Miami in February for their response to Hurricane Harvey included: LCDR Gabriel J. Somma, Aviator 3730, LT Eric G. Vryheid, Aviator 4399, LT Dustin S. Faux, Aviator 4534, AST3 Aaron M. Harvey, AST3 Evan C. Gallant, AST3 Samuel J. Knoeppel, and AST3 Brian T. Evans.



## Posthumous Legion of Merit Presented to CAPT Frank Erickson, CG Helo Pilot #1 By Ptero Prez Mike Emerson, Av. 2799

influential reasons that the helicopter is what it is today... not just for the Coast Guard, but for all branches of our military and others across the globe.

The Vice Commandant of the Coast Guard and Ancient Albatross, Ptero ADM Charles Ray, Aviator 2311, presented this well-deserved award to three generations of Erickson family members. These guests included Erickson's daughter Mrs. Kay Erickson McGoff and her husband Mr. David McGoff, grandson Mr. Scott Kaufman, and great grandson CG EM3 Paul Kaufman. Speakers at the ceremony included, Ptero CAPT John Williams, Aviator 3404, from the Office of Aviation Forces, Ms. Beth Crumley from the Historian's office, and Mr. Mike Emerson, Aviator 2799, President of the Coast Guard Aviation Association.

Following the ceremony, attendees met with the family at a reception sponsored by CGAA, Lockheed Martin Corp. (Mr. Mark Creacy) and the Sikorsky Aircraft Company (Ms. Lacey Coleman). Informally, Scott Kaufman commented that he wasn't aware of his grandfather's accomplishments, and this event blew him away! [See P. 10 for a related story...Ed]



On 5 April, the Coast Guard presented a posthumous Legion of Merit medal to the family of CAPT Frank A. Erickson, USCG (Ret.), CG Helo Pilot #1, to honor his legacy and contributions to the nation.

CAPT Erickson pioneered the use of the helicopter as a rescue device and is one of the most



Vice Commandant Adm. Charles Ray presents Kay Erickson McGoff, daughter of Capt. Frank Erickson (deceased), with the Legion of Merit for his meritorious service, as other family members and Ptero Prez Mike Emerson look on, in a ceremony at CGHQ. Erickson was designated Naval Aviation's Helicopter Pilot Number One and paved the way for helicopters in military operations. USCG photo by PO1 Jetta Disco.



# CGC Benjamin Bottoms (Named for WWII Distinguished Flying Cross Recipient) Commissioned

By Warren Eastman, Dir. DFC Society



ADM Ray congratulates Lt. Lennie Day, CG Cutter Benjamin Bottoms CO & ADM Ray's former aide. The Benjamin Bottoms is the last of four Fast Response Cutters homeported in San Pedro, CA, at Base Los Angeles-Long Beach. (CG photo by PA1 Mark Barney)



Ptero Ancient Al ADM Charles Ray, vice commandant, delivers his remarks at the commissioning ceremony. The Benjamin Bottoms will operate throughout D11 which includes all of California and international waters off of Mexico and Central America. (CG photo by PA1 Patrick Kelley)

Radioman 1st Class Benjamin Bottoms received the Distinguished Flying Cross in WWII for his actions in rescue operations in the Grumman 'Duck' with LT John Pritchard on the Greenland ice cap in 1942.

In 2010, Master Chief Petty Officer of the Coast Guard Charles "Skip" W. Bowen, proposed that all 58 of the coming Sentinel class Fast Response Cutters should be named after enlisted sailors in the CG, or one of its precursor services, who were recognized for that Benjamin Bottoms would be the namesake of the 32nd FRC, (WPC-1132). She was

delivered to the CG on February 8, 2019.

On May 1, 2019, the CG commissioned the USCGC Benjamin Bottoms in a ceremony at US Coast Guard Station San Diego. Because of the Distinguished Flying Cross connection, the Coast Guard invited the DFC Society to attend as VIPs. Members of the San Diego Lindbergh Chapter and the Inland Empire Chapter from Riverside CA participated. Those present were DFCS President/CEO Chuck Sweeney, DFCS Director and IE Chapter member Warren Eastman, several San Diego Lindbergh Chapter members, and IE Chapter member Jim Davidson.

At a reception the evening before the Commissioning Ceremony, DFC Society President/CEO Chuck Sweeney presented the DFC Society membership certificate to Benjamin Bottom's stepson, Ed Richardson, along with a copy of *On Heroic Wings*. He also presented Lieutenant Lenny Day, the cutter's Prospective CO, a DFC Society plaque with the following engraved on the brass plate: RM1 Benjamin A. Bottoms, Awarded the DFC for Extraordinary Achievement on Aerial Flights, November 28/29, 1942

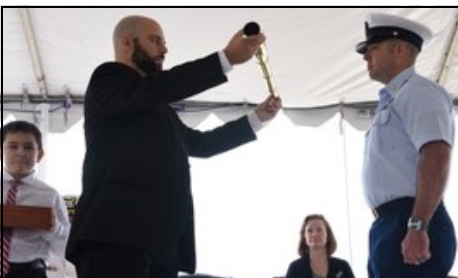
Present for the reception and the ceremony were members of the Benjamin Bottoms' extended family including his stepson, Ed Richardson, and his nephew, Bob Bowden. Also attending were the Frank Tucciarone family. Frank Tucciarone is the grandson of Al Tucciarone, one of the B-17 crewmembers rescued by Bottoms and his pilot Lieutenant John Pritchard. Tucciarone's son Alex is the namesake of his great-grandfather, who was the radio operator on the B-17.



DFC Society President/CEO Chuck Sweeney presents DFCS Membership and book *On Heroic Wings* to Ed Richardson, stepson of RM1 Bottoms (USCG photo)



DFCS Director Warren Eastman (L), Alex & Frank Tucciarone (great-grandson and grandson of Pvt. Al Tucciarone, rescued by RM1 Benjamin Bottoms), & DFCS Pres./CEO Sweeney.



Frank Tucciarone presents the Long Glass to PO Todd Murray, the USCGC Benjamin Bottoms' first Officer of the Deck. Ship sponsor Michelle Yarusso looks on. (USCG photo)

of the Officer of the Deck's authority as the CO's direct representative. Frank Tucciarone and his son Alex presented the Long Glass, a traditional brass nautical telescope, to the ship's first Officer of the Deck, PO Todd Murray, who then departed for the ship to set the First Watch of the ship now in service. Next, Michelle Yarusso, the ship's Sponsor, addressed the audience and then gave the command to the ship's crew (who had been at parade rest or attention the entire ceremony) to "lay aboard and bring our Cutter to life." The crew marched to the ship, manned the rails, and brought the ship to life as a CG helicopter flow overhead in salute. At that moment, the Benjamin Bottoms officially joined the fleet as the band played *Semper Paratus*, the CG official march. Finally LT Day officially reported for duty as the ship's Commanding Officer to RADM Peter Gautier, CCGD11, under whom the USCGC Benjamin Bottoms will operate.





## A Timely Aviation History Lesson

by Ptero Ray Copin, Av 744

2019 marks two world aviation event anniversaries worth a review.

In May of 1919, one hundred years ago, a U.S. Navy seaplane flew from Newfoundland to Lisbon with a brief stop in the Azores. This was the first ever aerial transatlantic crossing. Details of this flight can be found on the internet. Search for Curtiss NC-4. The Navy crew had at the controls the very first CG aviator (naval aviator number 38). This was an open cockpit airplane with primitive navigation and communication capability. Three others of the same model airplane were unable to complete the mission to be first across.

On September 24, 1924, 95 years ago this year, two U.S. Army Douglas biplanes landed on wheels at Sand Point, Seattle having just then completed five months of flights all the way around the earth begun in April when they had taken off from Lake Washington on floats. This was the very first aerial circumnavigation of the earth. Four aircraft began this journey, two succeeding. These open cockpit aircraft had paper charts and a compass for navigation. Logistic support for the venture came from Army, Navy and CG assets all around the

globe as the aircraft transitioned as necessary from floats to wheels and back again. The floats were built by Boeing. The official historian for this undertaking was none other than Lowell Thomas. On the internet, search for First Aerial Circumnavigation.

Both accomplishments occurred during an interesting, somewhat tenuous time in the history of our nation and our global interaction. The USA and the rest of the world were between the "War to end all Wars" and the second World War. During that two-decade interval, which ultimately and tragically played out later in both Europe and Asia, diplomacy tensions were elevated between the US and Japan and the US and Russia. Both countries initially resisted, relenting only on short notice, landing permission for these first

round-the-world flights. More than one other country had sought to be first, as they had earlier to cross the Atlantic, but the U.S. possessed the military and industrial might and initiative to win the fight for first in both endeavors.

Those of us alive today marvel at so many changes in so many areas of our lives; it boggles the mind to think of technological developments in health and many other facets including transportation by air. Pioneer aviation explorers, and they really were explorers, paved the way, in their primitive open cockpits, for today's capability for any of us to buy a ticket to go most anywhere on the globe in comfort along the way.



### Legion of Merit medal recently added to Erickson/PTERO ring display in Erickson Hall at ATC Mobile



### USCG Air-Sea Rescue Operations in the late 1940s—B-17 with Airborne Lifeboat

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

In an effort to improve and provide efficient long range air sea rescue capabilities, the Coast Guard took advantage of the many surplus types of aircraft available after World War II. The U. S. Army Air Forces had proved that the majestic and famous four-engined Boeing B-17 *Flying Fortress* could be fitted with a large airborne lifeboat held under the bomb bay. So, in late 1946 the Coast Guard took delivery of the first eighteen Boeing PB-1Gs as they were designated, all capable of carrying the airborne lifeboat. These aircraft carried no armament and B-17 chin turret was replaced by a search radar.

Besides this air-sea rescue role, this aircraft was useful for the International Ice Patrol, and for survey photo mapping tasks. According to Arthur Percy<sup>1</sup> it would be the most successful of the adapted long-range search and rescue aircraft used by the Coast Guard.

Those facts are fairly well-known to



anyone who is familiar with Coast Guard aviation history, especially in the decade after World War II. But how did it work? How was it used? Did the pilot fly just above the crest of the waves and release the lifeboat?

The airborne lifeboat was suspended by four cables to the fuselage. In effecting a rescue, the pilot flew into the wind at approximately 1,500 feet, at 120 miles an hour, and "dropped" the 27-foot lifeboat directly over the distressed persons. The boat was suspended by three standard 48-foot cargo parachutes and descended bow down into the water at the rate of 27 feet per second. The parachutes were opened as the boat left the plane by means of a static line attached to the keel of the bomb bay cat walk.

The three parachutes slowed the descent of an airborne lifeboat, released by the Coast

Guard *Flying Fortress*. The lifeboat was constructed of molded plywood, had two in-board motors, an 80 square foot mainsail, a 54-foot jib, and carried food and water for a crew of 12 for 14 days. It weighed approximately 3,250 lbs., including equipment, parachutes, and fuel. Stowed in the equipment locker of the boat was an instruction booklet explaining the elements of sailing and operation of a small boat in the open sea.

The boat was equipped with carbon dioxide inflated self-righting chambers which prevented its capsizing in any weather. Speed was six miles per hour under one engine and eight miles an hour under both engines. Cruising range was estimated to be about 550 miles.<sup>2</sup>

The final flight of a Coast Guard Boeing PB-1G (B-17) was on 14 October 1959. While the U.S. Army Air Forces made several successful lifeboat drops during the war, no record of an actual Coast Guard drop has ever been located.

1. Arthur Percy, *A History of Coast Guard Aviation*, p. 43
2. *Commandant Bulletin*, October 1948



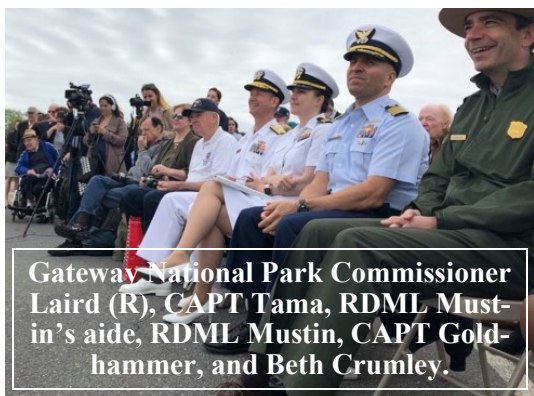


# 100th Anniversary of First Flight Across the Atlantic Ocean by the NC-4 Celebrated

By Ptero Steve Goldhammer, Aviator 1207

On 8 May at the former Rockaway, NY CG lifeboat station, approximately 150 CG, Navy, & New York dignitaries, family members of the original flight crews, and local residents gathered on the seaplane ramp at CG Station Rockaway, formerly Naval Air Station Rockaway, to celebrate the departure of the Navy NC's 1, 3, and 4 on 8 May 1919 on their historic attempt to complete the first airborne trans-Atlantic crossing. Mishaps along the way scuttled the NC's 1 and 3, but the NC-4, piloted by 1/LT Elmer 'Archie' Stone, Naval Aviator #38 and CG aviator #1, successfully completed it's two-week plus odyssey when it arrived at Lisbon, Portugal on 27 May.

This great event was made possible by outstanding support from AirSta Cape Cod, AirSta Cape May, PADET NY, the CG Historian's Office, the CG Aviation Association, NYPD, FDNY, and others. Speakers included NYC Council Member Eric Uhlrich (who spearheaded the event); RDML John Mustin, Deputy Commander of USN 2nd Fleet and great grandson of Naval Aviator #11 Henry Mustin; CAPT Jason Tama, CG Sector New York Commander; Beth Crumley (assistant CG Historian), ye Ancient Scribe, and several crew descendants.



Gateway National Park Commissioner Laird (R), CAPT Tama, RDML Mustin's aide, RDML Mustin, CAPT Goldhammer, and Beth Crumley.

Council Member Ulrich presented the USN & USCG with proclamations commemorating the anniversary.



CG Photos by PA3 John Hightower

There were flyovers by a Cape Cod HC-144, an Atlantic City MH-65, and three NYPD helos and an FDNY fireboat water display. Marching bands and students from two local schools attended. There was a street naming ceremony and the opening of an NC-4 flight museum exhibit at a nearby US Park Service building.

Beth Crumley spoke eloquently about Elmer Stone's illustrious career.

CAPT Tama said he was honored to represent our Commandant, Admiral Karl Schultz, and the thousands of women and men selflessly serving in the US Coast Guard, not only here at Sector New York, where we have the distinct honor and privilege to protect the Greatest City in the World (which I am proud to say last year became a COAST GUARD CITY), but throughout the globe, where we are saving lives, defending our homeland, enforcing the rule of law, and protecting the environment and our precious natural resources.

He also said "Just imagine my friends, being here 100 years ago today, when these brave men embarked on a journey that nobody had done before, and many thought was not possible. The Coast Guard in that era was operating under the Department of Treasury, but had been transferred to the Department of the Navy at the start of World War I...so our own LT Elmer Stone, the pilot of the NC-4, who you will hear more about later in the program, was both Naval Aviator #38, and Coast Guard Aviator #1." He also mentioned three items about the NC-4 flight and its significance to the CG: "1 - This story epitomizes the tremendous partnership we have enjoyed with the United States Navy for centuries...think about it...100 years ago today a joint USCG and Navy crew embarked together on this historic journey. And I am proud to say that this tremendous partnership continues today with CG men and women serving in harms way alongside their US Navy and Marine Corps brothers and sisters throughout the globe...a partnership that will be on display here in just about two weeks when we celebrate Fleet Week New York!

2 - This flight underscores the significant role that the CG has played and continues to play in the evolution and advancement of Naval Aviation - a role that we are extremely proud of as the Nation's smallest and most nimble Armed Force. Following in the footsteps of Elmer Stone and the NC-4 flight, CG aviators risked their lives to pioneer the development of the helicopter right here at Floyd Bennett field, the rescue swim-

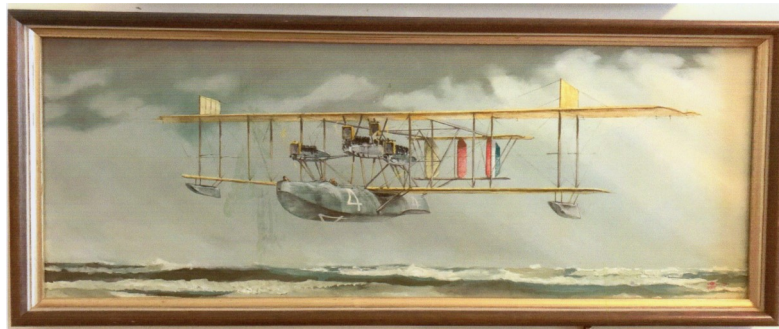


Photo Courtesy of Ptero Ray Copin, Aviator 744. Artist: Joe Hunt.

mer program, now used by military and SAR agencies throughout the world, and the groundbreaking use of precision marksmen aboard helicopters to interdict illicit cargoes at sea. Others aviators ventured to space as astronauts;...flew rescue missions from the Jungles of Vietnam, to the treacherous waters of the Bering Sea, to more recently the flooded streets of downtown Houston during Hurricane Harvey...and frankly my friends, none of these advancements and achievements would be possible were it not for the brave, innovative, and selfless service of our people...both those that went before us, and those who are proudly wearing the CG uniform today and are leading us forward in the spirit of pioneers like Elmer Stone.

Lastly, a point to emphasize how significant this achievement is to CG history. As I speak to you here today, the 9th of our "Legend Class" National Security Cutters is currently under construction at Huntington-Ingalls shipyard in Pascagoula, MS. In our nearly 230 years of history, these are the largest, most technologically advanced, and most capable ships the Service has ever put to sea...and they are appropriately named after the "legends" of our Service. Who are some of these legends? To name just a few: Alexander Hamilton - not only a founding father, 1st treasury secretary, and founder of our financial system, but also the father of the Coast Guard. Douglas Munro - the only Coast Guardsman to win the Medal of Honor - selflessly giving his life evacuating Marines from the beaches of Guadalcanal. Joshua James, our most famous lifesaving station keeper who is credited with saving over 200 lives...and now, as was just announced last year - ELMER STONE - Coast Guard aviator #1 (and I don't have to tell you how significant it is for a service dominated by ship drivers to name a ship after an aviator!!)."

Ye ancient scribe said the following: "I'm extremely proud and honored to be here today on this hallowed ground representing the CGAA for this celebration of the centennial of the extraordinary NC-4 flight across the Atlantic Ocean. By the way, 'NC' stands for

'Navy-Curtiss.' One of the missions of the CGAA is the preservation and promotion of CG aviation history. We always need to remember the pioneering spirit and sheer audacity of the intrepid Navy and CG members of the NC-4 crew. What they accomplished was akin to our quest to be the first nation to put men on the moon in the 1960's.

And they had competition! An April 1985 Air Classics magazine had an article called 'Flight of the Atlantic' when 'England's aeronautical industry set its sights on the conquering of the Atlantic in a V/1500 'Atlantic' aircraft. The London Daily Mail newspaper had offered an award of 10,000 Pounds Sterling, the equivalent of \$50,000, for the first NON-STOP crossing of the ocean. After many days of bad weather, the Atlantic, with pilot Harry Hawker and navigator Royal Navy CDR Kenneth Mackenzie-Grieve, departed St. John's, Newfoundland on 18 May but had to make a forced landing on the same day next to a Danish freighter, the 'Mary,' due to overheating engines. The 'Mary' arrived in Scotland with the two survivors on 25 May, two days before the NC-4 arrived in Lisbon.

The remarkable tenacity and perseverance of the NC-4 crew continue to be an inspiration to all of us here today. They put their minds to the task and accomplished it in spite of incredible adversity. They weren't looking for fame and fortune. They were just doing their job trying to expand the frontiers of CG and Naval aviation, and they probably had fun doing it, and they probably would have done it for free.

CG aviation is still like that today. We don't get much recognition for what we do unless a huge hurricane or some other calamity occurs, but we're proud of our mission and what we do, and know that the American taxpayer is getting the utmost return on their investment in the CG.

I have a list of 1919 U S Army Air Service Flying Regulations. I'd like to read you a few of them.....

Never leave the ground with the motor leaking.

In taking off, look at the ground and the air.

Pilots should carry hankies in a handy position to wipe off goggles.

Hedge-hopping will not be tolerated.

Aviators will not wear spurs while flying.

Joy rides will not be given to civilians.

I wish my good friend VADM (Ret.) Howard Thorsen could have been here today. I was stationed with Howie at Floyd Bennett Field in 1968 and 69. He was on the crew of the PBY that made the NC-4 re-enactment flight across the

Atlantic 33 years ago with Wilson 'Connie' Edwards, a wonderful civilian friend of the CG who passed away on Saturday, 4 May. I have an email from VADM Thorsen that I received yesterday and I'd like to read part of it to you:

' I learned yesterday, that Connie Edwards had made his last takeoff on Saturday, 3 May. It was a shock to say the least. I had talked with him at length on the 26th of April, the day after his 85th birthday. We reminisced about our flying together, the first time being pilots in his PBY, flying the same route and calendar days that the Navy NC4 flew in May, 1919, the first non-stop trans-Atlantic flight. When I first met Connie, early in 1986 and learned that he was going to do that, I asked if he knew that a Coast Guard pilot was the pilot of the NC4. He said, "Of course, Elmer Stone!" I then asked if he had a Coast Guard pilot in his crew, and he just said, "Would you like to join? Do you like beer?"

Amongst aviators, it is universally known that one really gets to know another if they spend some time together in the cockpit. I spent 30 hours in the PBY cockpit with Connie on that re-flight. I joined the crew at Andrews AFB on May 6th, and we began the journey. The third pilot was Art Ward, Connie's long, long best friend, who was a Navy Reserve captain; he was with Connie the day we met, at the Air and Space Museum in DC that January. Our odyssey took us to Rockaway, NY....NAS South Weymouth, MA- and Chatham, Nantucket, Martha's Vineyard, Hyannis for short stops ..NAS Brunswick...Shearwater, Nova Scotia...a 'splash and dash' in Trepassey Bay, Newfoundland, then landing in St. John's to spend the night before departing on the 17th, the date the NC4 departed. It was a 1,200 mile flight to Horta in the Azores; with the PBY cruise speed of 97 knots, we filed for 11 hours enroute after our 0415 takeoff. We made it in an hour less, did a splash and dash in the harbor before landing in front of a huge crowd awaiting our arrival.

I was on permissive orders, and the incoming Commandant had scheduled a meeting for all Flag Officers for the 22nd of May. There was a Navy P3 aircraft, departing for Pennsylvania shortly after we arrived; I had no choice but to take advantage of that opportunity, so bade farewell to Connie and Art. They continued, still on schedule, to Lisbon and, finally, Plymouth, England where the official re-flight ended.

Connie and I (and Art, until his death in '02) remained staunch friends. Wait for me, Connie, with a cold beer at the ready.'

(The part of the email that I left out: 'He bought a former CG HU-16E (number 7226) out of desert storage in Arizona, in 1990. He flew it to Oshkosh for the big aviation annual airshow, then came over to Traverse City, MI where I was representing the CG at the annual celebration in Grand Haven. I went

out to join him, and his son, Tex, and after watching one takeoff and landing from the radioman's seat was put in the left seat to fly as pilot. We made a number of landings, and it seemed like no time since I had flown a 'Goat' (it had been 15 years). The 7226 became Connie's favorite airplane (out of the near-dozen he had at his ranch, including the PBY.) I retired in June, '91, and that October I went to Texas for some time with Connie, and some time in that 'Goat', now call sign "N226CG", plus a few hours in several of his other airplanes (Beech Baron, Grumman Goose) and more than a few cold beers down at the hangar and in his unique home, named Toad Hall.

Now, it is time to stop and think about all the good times we had together. His sense of humor was contagious....he looked for reasons to laugh. One example....when he learned that I was six months older, he dubbed us "womb mates", and we laughed about that when I told him that I had been 85 for a while, and recommended it as OK. We talked about family, Brenda and Marlyn and grandkids. We made tentative plans for me to come down to Big Spring in October and we would go to his house in the Caymans, only a short flight in his Pilatus, for which he traded a spitfire a couple of years ago, as his all-time best deal, ever. That was only ten days ago, and he sounded just fine.'

"I also sincerely wish that my friend CAPT (Ret.) Bob Workman could have been here today. Unfortunately, Bob passed away in February at the age of 82. Bob was the author of 'Float Planes and Flying Boats,' one of the singularly important and profound books documenting the early days of CG and Naval aviation history,' He researched and told the whole story about the planning and execution of the NC's 1-4 mission from right here at Naval Air Station Rockaway. He could have spent hours telling you every little detail about what happened. Thank you and God bless you, Bob.

LT Elmer Stone was the 1<sup>st</sup> CG aviator and one of the pillars of CG aviation history. All of us, officers and enlisted aircrew, who wore and wear the CG wings of gold are still inspired and encouraged by the example of dedication to duty that Elmer set for us. Thank you Elmer!

Thank you all for your support of the Coast Guard. Semper Paratus!"

*[See related stories on the NC-4 on P. 14 & in Pterogram 2-16 on P. 13 & Pterogram 1-18 on P. 13...Ed]*





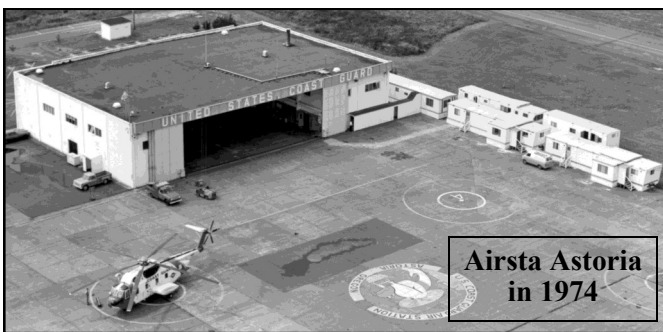
## CG Sector Columbia River

By LT Andrew Jarolimek, Aviator 4381



Greetings from Sector Columbia River! Formerly known as Group/Air Station Astoria and located in beautiful Warrenton, Oregon at the mouth of the Columbia River, the Sector is responsible for the safety, security, and stewardship of a uniquely challenging and complex maritime and riverine environment.

The Sector executes operations in support of all but one of the Coast Guard's eleven statutory missions along 420 miles of coast, 465 miles of inland rivers, and 33 ports extending as far inland as Idaho. Physically located at Astoria Regional Airport, the Sector has a workforce of 500 Active Duty, 105 Reserve, 29 civilian, and 890 Auxiliary members.



**Airsta Astoria  
in 1974**

To effectively carry out Search and Rescue, Captain of the Port, Officer in Charge of Marine Inspections, Federal On Scene Coordinator, and Federal Maritime Security Coordinator authorities, the Sector Commander has several different units under their command, including: what used to be Air Station Astoria (now a Department in Sector); surf stations at Tillamook Bay, OR, Cape Disappointment, WA, and Grays Harbor, WA; Station Portland; Aids to Navigation Teams in Astoria, OR and Kennewick, WA and the 100' inland

buoy tender BLUEBELL. Sector Columbia River also has Marine Safety Unit Portland, which performs the functions of a Prevention Department and, is charged with the Sector's inspections, investigations, and waterways management responsibilities. Operational assets used by Sector Columbia River include the MH-60T Jayhawk Helicopter (3), 52ft Heavy Weather Motor Life Boat (2), 47ft Motor Life Boat (7), 29ft Response Boat (5), 26ft Trailerable Aids to Navigation boat (2), 20ft Small ATON boat (2), and 16ft Skiff ATON boat (1).

Air Station Astoria was re-formed as a stand-alone department in the Sector when the old Group/ Air Station became part of Sector Columbia River. The area of responsibility (AOR) is unique as we oversee a traditional maritime AOR which covers a large portion of the Washington and Oregon coast. In addition to our coastal AOR, we are responsible for the Columbia River as far as Kennewick, WA and up the Snake River to Lewiston, ID.



Additionally, Sector's aviation component provides agency assistance to the vast Clatsop and Tillamook State Forests of Oregon and the high mountains of the Cascade Range to include Mount Adams, Mount Saint Helens, and Mount Hood. For example, in July of 2018, Sector responded to an injured hiker who fell while hiking Mount Saint Helens. The injured climber had fallen 300 feet down the mountain and had severe trauma to their leg and was not ambulatory. The crew launched from the Sector and conducted the rescue at an altitude of nearly 7,000ft. Transitioning back to our traditional maritime SAR role, in June of 2018, a crew responded to a 46' sailing vessel that had activated their EPIRB 180 nm off of the coast from Aberdeen, WA. Arriving on scene, the helicopter crew noted significant damage to the sailing vessel with a crew requesting to be removed. The crew conducted three challenging hoists in 30-knot winds and 20 feet seas and suc-

cessfully recovered the stricken mariners.

Outside of operations, aviation has been involved in several testing and evaluation programs for the MH-60T. First, we conducted a nearly three month trial of an electronic flight bag (EFB) USB charging port. Two USB charging ports, located on the lower center console, allow aircrews to charge their EFB on long missions. Initial reactions have been positive and further testing will be conducted. We have also been the MH-60T unit charged with conducting evaluations of white phosphorous night vision goggles. The phosphor screen on traditional ANVIS 9 goggles is replaced with P45 white phosphor. The benefits include the added efficiency of the human visual system to interpret black and white images, an increase in the use of rods versus cones in the eye due to a different spectral output, and a broad band nature of light output that reduces eye strain and helps maintain eye focus. Aircrews have been thoroughly impressed with the benefits of the white phosphorous NVGs and are hoping for quick procurement and implementation into the fleet.

Finally, the Sector is in the initial stages of developing a unit urban search and rescue training curriculum. Leveraging the local Army base, which has a mock city and other unique training environments, the curriculum would train crews to hoist from windows, roof tops, and porches in a controlled environment. Our experiences in hurricane response operations have taught us that our traditional hoisting methods don't directly translate to urban SAR scenarios. A robust training program has been instrumental to CG Aviation's many successes and we intend to continue to develop local training that supports our expanding aviation missions. Maybe, someday, it could be added to the Advanced Helicopter Rescue School (AHRS) as an additional training day or when off-shore training is not suitable.

Special thanks to all the members who provide mission support to Sector Columbia River. This allows our operators to safely and effectively execute our missions in the Pacific Northwest, and provide a great public service to our nation. Semper Paratus!

Ptero CAPT Jeremy C. Smith, Aviator 3438, Sector Commander, sends...





## NC-4 ceremony at Chatham organized by CG Heritage Museum, Barnstable, MA

By CAPT Greg Ketchen (USCG, Ret),  
Heritage Museum Prez.

well represented with '69 - Pat Garrity – wife of the late Captain Paul Garrity, '70 - me and '72 - Buck Baley (Ptero 1664).

Also at this site on this exact date/time 100 years earlier there were two other Academy grads - Lt Phil Eaton (CO of NAS Chatham) - class of '08 and Lt Elmer Stone (pilot of the NC-4) - class of '13. Stone later died on active duty as an O-5 in San Diego and was buried at Arlington National Cemetery. Eaton retired as a RADM in 1946 and, in 1958, was also laid to rest in Arlington.

Coasties aren't turned off by a little foul weather. It was a great Coast Guard day and also good for the museum. (Photos by Nancy Viall Shoemaker)



CAPT (Ret.) Greg Ketchen, (L), Dave Crocker, Local Historian, & Ptero Buck Baley, Aviator 1664, CGHM Vice Pres.



A small crowd braved the weather

## Sikorsky Dedicates Hangar to Founder's Son

By Leah Foley

Sergei Sikorsky started his first job at the Sikorsky factory sweeping the hangar floor when he was 16 years old. Seventy-eight years later, Sergei sat facing

the final assembly outside the Sikorsky military hangar with the name *Sergei I. Sikorsky Flight Center* on the hangar door behind him. The years in between were filled with many company milestones and personal accomplishments. On May 16, Sikorsky officially dedicated its military hangar to Sergei Sikorsky to honor those achievements that continue to impact the company and aviation community.

Sergei and his family gathered with employees, members of the community and 40 Coast Guardsmen to celebrate the official dedication. The Coast Guard was represented by members from Air Station Atlantic City, Cape Cod, USCG Headquarters, the USCG Academy, and The CG Aviation Association. Attendees heard remarks from Sikorsky President Dan Schultz, Sikorsky Historical Archives President Dan Libertino, and of course the guest of honor, Sergei Sikorsky. "Sergei's commitment to our company continues to this day and has been an amazing example of passion for our products, customers and rotorcraft innovation," said Dan Schultz.

Sergei reflected on his time working with his father, Igor Sikorsky, and thanked all past and present employees for their dedication to Sikorsky. "I have fond memories of Sikorsky Aircraft starting in the hangar with the little VS300 watching Sikorsky Aircraft build bigger and better and more dramatic, and always at the tip of technology," said Sergei. "All of this would not be possible without the skill and dedication of every single person that has worked here at Sikorsky Aircraft."

After reminiscing on his long friendship with Sergei, Dan Libertino recognized Sergei for carrying on his father's legacy. "I know that your father would be very proud of you for your personal and aviation achievements over the years, as you continue the proud tradition that the name 'Sikorsky' represents on the world's aviation scene," Libertino said.

Ptero CAPT Eric Gleason, Aviator 3316, and CDR Chuck Webb, Aviator 3422F, presented a letter on behalf of the CGAA to congratulate Sergei on the dedication. Ptero Prez Mike Emerson drafted the letter, so big thank you to him! Sergei was very appreciative and touched by USCG's presence at the event.



Sergei I. Sikorsky Flight Center is illuminated as Sergei reflects on his time working at Sikorsky.  
[Photos by Stuart Walls]



Sergei Sikorsky and members of Air Station Cape Cod, Atlantic City, and CGHQ.



Dan Libertino (L), Dan Schultz, Elena Sikorsky, and Sergei Sikorsky.







**Mail Call!** This issue's mail is brought to you by a Howard GH-2/3 "Nightingale." There was six GH-3 Nightingales acquired in mid-1944 for use as proficiency and instrument training aircraft. One crashed. Five were returned to the Navy in late 1945/early 1946.

### Ptero Sighting



On the left, Ptero life member FEDEX Captain Chris Lutat, Aviator 2686. On the right, Ptero life member J D McManus, Aviator 3840. Chris, an MD-11 Check Airman, was conducting Initial Operating Experience (IOE) training on JD. Photo was taken February 18th just prior to push back on a flight from Stansted, London England to Paris France. On completion of the flight, J D was designated the newest MD-11 First Officer at FEDEX. JD McManus is the son of Ptero life member Jim McManus, CG Aviator 2143 who, until his retirement, was also an MD-11 Pilot for FEDEX.

Ptero Mark Benjamin, Aviator 1665

### Local Ptero Luncheon



In mid-March, Pteros Les Wile, Aviator 1572, and Pete Heins held a Pteros Local Luncheon Meeting at the Camarillo Airport (CA) to catch up on "Herc" stories, Tor Bay, Newfoundland history, and Boeing 737 procedures/maintenance. Ptero Pete Heins, Aviator 1504

### Albatross Memories, etc.

I do take exception with Mike Blaschum's comments about the use of the word "Goat"! I've called the Hotel Uniform One Six Echo the "Goat" for the past 50 years!!! (yikes) and I certainly flew it a lot also.

Nice to read CDR Cathey's AirSta Sacramento article and review my 1978 'plankholder' time, the 40th Anniversary meeting, & even the current log work with CG FOB at NAWS Pt. Mugu. Ptero Rete Heins, Aviator 1504

### Traverse City Pteros Enjoy Monthly Dinner

The Traverse City Pteros recently met for our monthly dinner at the Village Inn in Suttons Bay Michigan. This event was organized by new Ptero member ASMCS (ret) Dizz Dalzell and was a record gathering with 42 in attendance. This group has a busy schedule ahead with Meals on Wheels every week and the spring roadside clean up day. These are activities shared with Air Station Traverse City's Chief Petty Officers Mess.

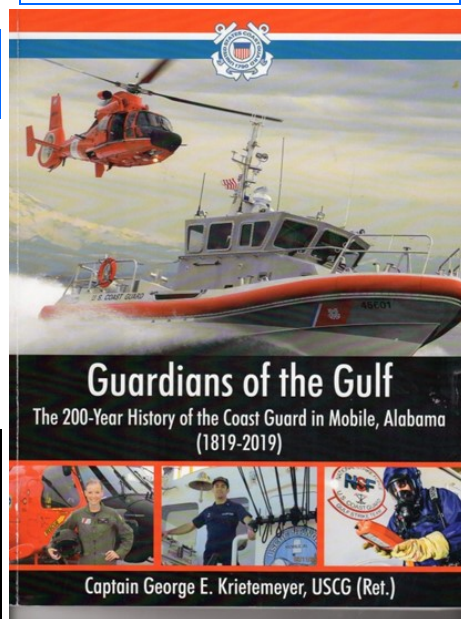


Ptero Mark Benjamin, Aviator. 1665, A/S Traverse City Local Coordinator

### CGAA Receives Thank You Letter for Hosting Reception

Dear Mr. Emerson, On behalf of all who attended the 30th annual Women in Aviation International Convention in Long Beach, CA, I would like to say thank you. Thank you for taking time out of your busy schedule to host a reception so that all attendees could personally interact with Ms. Uhrig and ADM Ray. It was an amazing opportunity to recognize our past, talk present and dream future. Please pass our sincere appreciation to all members of the Ancient Order of the Pterodactyl. Respectfully, LCDR Morgan R. Law, Aviator 3939

### Book Review



GUARDIANS of the GULF by Ptero George Krietemeyer, Captain, USCG (Ret.) chronicles two Semper Paratus decades at and around Mobile, Alabama. The author commanded the Coast Guard Aviation Training Center at Mobile, and after retiring from active Coast Guard service, applied his con-



siderable talent and knowledge as a member of the key staff of the Mayor of Mobile. A Distinguished Graduate of the Coast Guard Academy and past multi-term President of the Coast Guard Aviation Association, Captain Krietemeyer painstakingly researched Coast Guard presence at Mobile, in the Gulf of Mexico and beyond. His work of 322 pages starts with the Revenue Marine, later the Revenue Cutter Service, and still later the U.S. Coast Guard. The book's text and photos highlight important historical events and the vital part played in those events by coastguardsmen. From sailing ships to helicopter simulators, from participation by crews from Mobile in Arctic and Antarctic operations, from ships to aircraft to shoreside, the author covers them all and more. Law enforcement, marine safety, search and rescue, humanitarian outreach to local and far away communities document important United States history. All twenty ATC Commanding Officers provided input. Sixteen Unit Commendations are described. Comprehensive histories of ATC, simulators, Icebreaker Helicopter Support are included along with brief histories of all Mobile assigned vessels, aircraft, and local commands.

A fine historical reference, this book will be a wonderful addition to any library and on a coffee table as an attraction for visitors interested in and/or not familiar with the breadth of Coast Guard history, not only in Mobile.

For a copy, contact the author at [georgekriet@gmail.com](mailto:georgekriet@gmail.com). The book is now also available to purchase via the CG Exchange website Military Pride--Book section: <https://shopcgx.com/military-pride/shop-by-category/cg-gear-en/books/guardians-of-the-gulf.html>

Ptero Ray Copin, Aviator 744

### USCG.mil Firewall Blocks CGAA Emails

I helped with a password reset for an active duty Ptero LCDR. Took several tries, during which I reconfirmed that the [uscg.mil](https://uscg.mil) firewall DOES block our emails - at least some of the Membee-generated ones. Switched her profile to her email address and added a stronger note to Membee's New Member Application widget.

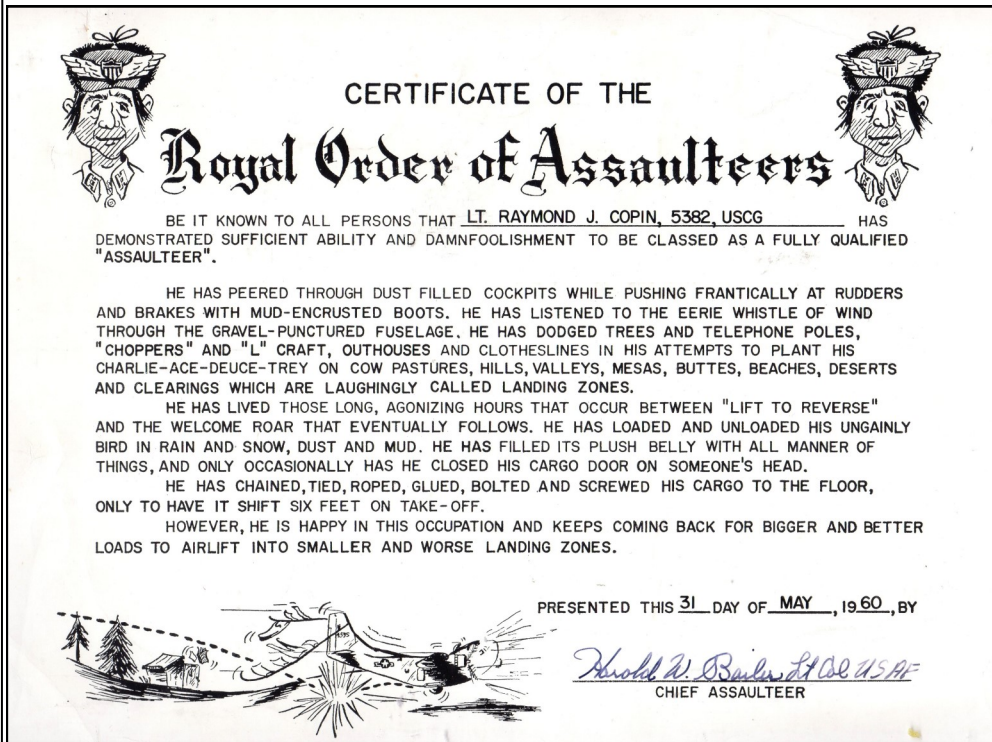
Ptero Larry Hall, Aviator 1923, CGAA Database Manager



### Any 'Characters' Out There?

While trying to clear out some old boxes, I came upon the attached having long ago forgotten about it. Basically, what came to my mind was that this kind of creative writing, particularly in certificates, seems to have faded from the scene. Where are the Gus Shrodes and Pop Shelleys of the day? Maybe there's more than I would know now since I'm out of the loop in retirement, but I doubt it. My guess is there's talent out there, but it may lie dormant because of today's societal norms and technology. Decades ago, one of my law instructors at the Academy, a distinguished sailor himself, wrote an article asking "Where have all the characters gone?" As I recall, what I think he would have defined as a character might have been a leader or follower who stood out from the crowd on the basis of a particularly fun and outgoing personality, nothing negative or derogatory. By that kind of definition, it occurs to me that today, a character might be seen at times as offensive in some way to someone somewhere, so today, guys and gals seem trained or motivated to meld into the crowd, not stand out with seemingly ridiculous/maybe creative expressions or behavior, while legal, no longer seen as appropriate. I wonder, in the same vein, if society hasn't diminished creative writing (the flair, if you will, in certificate language as an example).

Ptero Ray Copin, Aviator 744

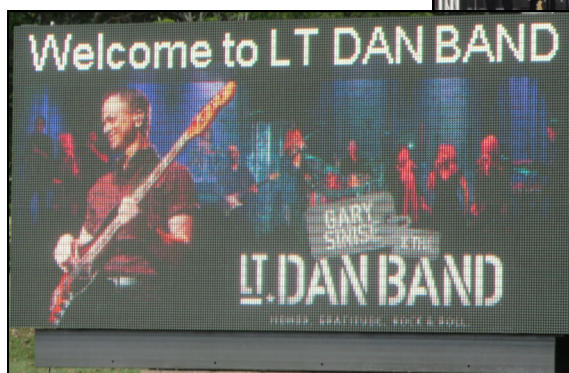


*[I can think of many 'characters' (John Lewis wrote about one in the last 'gram, and it was based on a guy that I know) from past years. Reminds me of the original Ptero life member certificate which is no longer politically correct. Also reminds me of a few ticklish situations I got myself into during my career. Luckily, I survived them all. Ah, the good old days!...Ed]*

### 2 June Sunday afternoon fun in Elmer Stone Hangar # 2 at ATC Mobile

Nice breeze, Great band, Good crowd --lotsa fun!

Ptero Past Prez George Krietemeyer, Aviator 913, ATC Mobile Ptero Local Coordinator





## CG Aircrewman Receives Douglas Munro Award By PO2 Katharine Lipe, CGD5



Hard work, technical expertise but also a thoughtful consideration for the people he works with led an aviation maintenance technician from Air Station Elizabeth City, NC, to be the recipient of the 2019 Douglas A. Munro Award for Inspirational Leadership. On June 20, PO1 Lee C. Forsblom was recognized as the CG enlisted member who epitomized outstanding leadership and professional competence in 2018. Along with his award, PO Forsblom is also receiving meritorious advancement to his next rank, Chief Petty Officer.

"I'm pretty humbled and honored," says Forsblom. "I'm not a big flashy awards guy. I just feel that we have a job, and we go out and do it. And when you do get recognized for it, that's awesome. And this is pretty amazing, it's a very humbling experience." Forsblom's modesty belies his accomplishments and their results. His management of air assets at AirSta Elizabeth City supported close to 2,000 flight hours across the spectrum of CG missions, including 167 successful search and rescue missions that saved more than 140 lives.

During the CG response to Hurricane

Florence, he led aircraft maintenance on seven MH-60T Jayhawk helicopters, which supported 289 flight hours and 338 missions that ultimately saved or assisted 284 lives. Though Forsblom shies away from the limelight, his roll-up-your-sleeves attitude is what accomplishes the Air Station's mission and simultaneously motivates those he works with to do the same. "I just like to lead by example," says Forsblom. "If there's a job that needs to get done, I want the members that work for me to know that I would do that job as well."

Forsblom's commitment to the next generation of aviation maintenance technicians is evident in the effort he puts into training and mentoring his subordinates. As Chair of the Enlisted Flight Examining Board, he has qualified four flight mechanics and five basic aircrew members. PO3 Stephen Mize is among those who have benefited from Forsblom's expertise. "When you come here, they expect you to get basic aircrew qualified within five months," said Mize. "So, as a junior mechanic, when you first hop in here and you see this helicopter, it's kind of like, 'Holy cow, that's a lot going on.' It's not like working on the old car in the back yard. And to have a guy like that really take his time, with patience, and give you his knowledge really helps."

Forsblom is indeed smart. He is the MH-60T Night Shift Supervisor, MH-60T Flight Mechanic Examiner, Maintenance Resource Management Facilitator, and Quality Assurance Inspector, and he scored 100% on both the Flight Mechanic and Basic Aircrew tests. The combination of ability and personability are key ingredients to his success in leading people, as well as his competence as a maintenance supervisor.

"He's well respected by everybody on the hangar deck, which is a hard thing to do," said LCDR. Rick Williams, who nominated Forsblom for the award. "He's not just eve-



CPO Forsblom (third from left), stands with his family and VADM Scott Buschman (R), Atlantic Area commander, as he meritoriously advances from PO1.

rybody's friend, he's respected. And he's respected because he's knowledgeable and he cares about the people he works with, and everybody sees that."

"PO Forsblom is the name I hear all the time, to the point we moved him to our night shift supervisor," agreed CDR Jerry Krywanczyk, "There's a lot of stress and pressure. There's a high expectation on our night shift to turn those planes around. At night, we do a bulk of our maintenance and we get them ready for the next day, and he has been doing great. He's the go-to guy on that hangar deck. I think it's just fitting that he gets this recognition."

A native of Hankins, NY, Forsblom describes himself as just an easy-going, laid-back guy, and family man. "I have a wife, and two kids, eight and eleven, and they are pretty much why I do everything that I do—it's for them." Outside of work, Forsblom stays involved in his community as an active member of his church. He also volunteers during his free time as a youth baseball, softball and basketball coach.

Presented annually by the Navy League, the award is named for Douglas A. Munro, the CG's only Medal of Honor recipient, who gave his life while evacuating 500 Marines trapped on a beach at Guadalcanal during WW II.



## Cheryl's Helicopter

This is THE helicopter Cheryl Keeney was rescued in when she was injured off Las Croabas, Puerto Rico in 1970 - and I got to accompany her to the hospital in Roosevelt Roads! On 10 June, she finally went to Washington to see HER helicopter at the Smithsonian!!!

Cheryl is a volunteer for the USCG Auxiliary in Oregon!

She is a close friend; used to be Edda's room mate in Miami before we got married. So, we go back about 53+ years.

Ptero Art Ross, Aviator 1142



## CGAA Local Coordinator Program

The Local Coordinator is established in order to promote the CGAA in the general region of CG Aviation Units. The purpose is to increase involvement in the CGAA by both former and active duty CG aviation personnel and to recruit new CGAA members.

Duties include: Once the local coordinator has developed a phone and or email list of Coast Guard aviation personnel in the area, arrange a regularly scheduled, (at least monthly) breakfast, lunch or dinner get togethers. Establish and maintain a relationship with the local Command in order provide support to the Command and to be included in such things as Change of Command etc. It should be the goal of the local CGAA groups to "give back" thru the Pteros to the Coast Guard and our fellow Coasties, as well as to our own communities thru participation in such things as roadside clean ups, Meals on Wheels, Habitat for Humanity, local charities etc.

On the Editors schedule, report local CGAA activities for publication in the Pterogram. This can be as simple as a group photo of a local Ptero event with a brief written explanation of the photo.

Come on!! Step up and give back. Volunteer to be the Coordinator in your area. Contact Ptero National Coordinator Mark Benjamin at 231 642 1201 or e-mail [sbenjmar@aol.com](mailto:sbenjmar@aol.com)

### LOCAL PTERO COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Open		
Atlantic City	<b>Dale Goodreau</b>	<a href="mailto:dgoodreau1@comcast.net">dgoodreau1@comcast.net</a>	609 408 1934
Barbers Point	Open		
Borinquen	Open		
Cape Cod	<b>Brian Wallace</b>	<a href="mailto:ccjwblbs@comcast.net">ccjwblbs@comcast.net</a>	508 888 7384
Clearwater	<b>Mark D'Andrea</b>	<a href="mailto:mark.j.dandrea@live.com">mark.j.dandrea@live.com</a>	727 288 6679
Corpus Christi	<b>John Pasch</b>	<a href="mailto:paschfam@gmail.com">paschfam@gmail.com</a>	504 236 6562
Detroit	Open		
Elizabeth City	Open		
Houston	Open		
Humboldt Bay	Open		
Jacksonville	Open		
Kodiak	<b>John Whiddon</b>	<a href="mailto:jbwhiddon52@gmail.com">jbwhiddon52@gmail.com</a>	907 942 4650
Miami	<b>Tex Coffey</b>	<a href="mailto:jimcoffey270@gmail.com">jimcoffey270@gmail.com</a>	757 333 1594
Mobile	<b>George Krietemeyer</b>	<a href="mailto:georgekriet@gmail.com">georgekriet@gmail.com</a>	251 648 6481
New Orleans	Open		
North Bend	<b>Lance Benton</b>	<a href="mailto:lancebenton@mc.com">lancebenton@mc.com</a>	541 756 6508
Pensacola	Open		
Port Angeles	Open		
Sacramento	Open		
San Diego	Open		
San Francisco	Open		
Savannah	Open		
Sitka	<b>Dave Moore</b>	<a href="mailto:swift98b@aol.com">swift98b@aol.com</a>	907 747 5534
Traverse City	<b>Mark Benjamin</b>	<a href="mailto:sbenjmar@aol.com">sbenjmar@aol.com</a>	231 642 1201
Washington	<b>Joe Kimball</b>	<a href="mailto:joekimball65@gmail.com">joekimball65@gmail.com</a>	703 347 1330

### LOCAL ACTIVITIES



**TRAVERSE CITY**—Dinner out arranged by new Ptero ASMCS Diz Dalzell, P-5047, with 42 people at the Village Inn, Suttons Bay. [See related story on P.15...Ed]



**CORPUS CHRISTI**—Coordinator John Pasch, 2706. Looks like real fun flying with Ptero Glenn Gunn, 1958.



**CORPUS CHRISTI**—Ptero Lunch, recently started in Corpus, will be held monthly. Left to right: John Mills; retired aircrew, Dan King; CG Air Auxiliary, LT Logan Swan 4680, Local Coordinator John Pasch 2706.





**TRAVERSE CITY**—Roadside clean-up: Conducted by local CPOA with Ptero help. Left to right: Command Enlisted Advisor, AMTCM Al Wiltse, AETC Steve Murphy, AETC Will Mathews, Brian Hansz, Randy Blunck P-5087, AMTC Justin Gozzard, Terry Walter, Bill Biggar 1975, Dan Guith, Mark Benjamin 1665, Larry Manthei 1719, Fritz Barrett (USAF Liaison), Carl Pearce 1296, Jim Wright 1312.



**TRAVERSE CITY**— Meals on Wheels: Left to right: Air Station Traverse City CO Nate Coulter 3406, Paul Klein, New Ptero Member Randy Blunck P-5087, Cynthia Coulter. This once a week program is a cooperative effort between the Air Station Chiefs Mess and CGAA.



**TRAVERSE CITY**—Welcome Home Vietnam Veterans Memorial Restoration: The monument had fallen into disrepair and was badly in need of overhaul. The recently completed restoration has been a cooperative effort between the Vietnam Helicopter Pilots Association (VHPA), CGAA, MOAA, the local Veterans Coalition and the City of Traverse City. Right photo, back row: Air Station TC Commanding Officer Nate Coulter 3406, Ed Canright (VHPA). Front Row: PO John Diehl, Shirley Benjamin, AETC Steve Murphy, Chief Brad Fitzpatrick. It would have been a long morning with two Vets and their wives planting 15 flats of flowers. But then four Air Station Coasties showed up and rescued the Vietnam Helicopter Pilots. Not pictured: Mark Benjamin 1665, CGAA/VHPA and Sue Canright.



**CAPE COD**—June monthly breakfast organized by Coordinator Brian Wallace. L-R, Jim Perry 1551, Mike Wrighter 1432, Charlie Burch 1526, Jack McGrath P-2666, Phil Dolan, Ed DeWitt, Hugh O'Dougherty 1732, Bud Breault 1124, Joe Amaral 1030, Cape Cod Local Coordinator Brian Wallace 1259.

**Air Station Traverse City Open Ramp 2019:** Held each year the night before the National Cherry Festival Air Show, this has become a must attend event in our community. This year featured the USAF Thunderbirds, 2 F-22s, 2 Marine Harriers, USCG MH-60s, an L-39, a MIG 17 and much more.

A large group was on hand representing the CGAA and selling Ptero store items. Left to right: Chuck Billadeau P-5069, Carl Pearce 1296, Dianne Dalzell, Diz Dalzell P-5047, Randy Blunck P-5087, Bill Biggar 1975. Not pictured: Tim Goldsmith P-3270, Greg Caskie P-4822, Jim Wright 1312, Brian Hansz, & Mark Benjamin 1665.







The Cottage. New home of the bi-monthly Traverse City CGAA "Breakfast Club."



**TRAVERSE CITY**--The final Breakfast at Brady's. After nearly 30 years, Brady's recently discontinued Breakfast. From the lower left clockwise: Tim Umstead P-5088, Scott Labarre P-3931, Larry Manthei 1719, Chuck Billadeau P-5069, Greg Caskie P-4822, AETC Will Mathews, Jim Wright 1312, Bob Gray, AMTCM Al Wiltse, Russ Gilbert P-2982, Fritz Barrett, Brian Hansz, CDR Nate Coulter 3406, Bill Biggar 1975, Mark Benjamin 1665, Tom Haase 1948, Jim Johnson CG Air Aux, Randy Blunck P-5087 We've enjoyed meeting here over the last four years.

#### LOCAL SCHEDULED ACTIVITIES

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

##### CAPE COD

Breakfast gathering last Thursday of the month at 0830 at Marshland Too, 315 Cotuit Road, Sandwich, MA. For more info contact Cape Cod Coordinator Brian Wallace at [ccjblwbs@comcast.net](mailto:ccjblwbs@comcast.net) or 508 888 7384.

##### TRAVERSE CITY

Breakfast at 0900 every 1st and 3rd Monday. The Cottage, 472 Munson Ave, Traverse City, MI.

Monthly Ptero dinners. Scheduled each month September thru May. Normally these take place on the 3rd Thursday evening at 6 pm somewhere in the Traverse City area.

For more information contact Traverse City Coordinator Mark Benjamin at [sbenjmar@aol.com](mailto:sbenjmar@aol.com) or 231 642 1201.

#### New CGAA Members Since 2/1/2019 Welcome Aboard!

Lance Belben	3325		Dan King	P-5038	
Mike Bilek	RS-582	Life	David La Grange	P-5061	
Charles A. Billadeau	P-5069		David Learned	P-5028	
Randy Blunck	P-5087		Zachary Mathews	3695	Life
Vincent Bocchimuzzo	P-5059		Michael Maurer	P-5051	
Mike Brandhuber	5020	Life	Joe McGilley	3319	Life
Spence Byrum	2592		Myra Merta	P-5056	Associate
Jane Carley	3969		Austin Miller	P-5036	
Kenneth Dalzell	P-5047		Selena Moya	P-5073	
Travis Doto	P-5043	Associate	Thomas Pearson	P-5091	
Michael Dubinsky	4344	Life	Scott Phy	3489	
Jamison Ferriell	3910B	Life	Rudy Scott	P-5082	
Scott Harris	P-5050	Life	John Simmons	P-5092	
Jon Hersey	P-5096	Life	Joshua Steffen	3582	
Robert Honeywell	2462		Kurt Stephens	P-5005	
Seth Hudak	P-5022	Life	Robert Stinson	P-5060	
Lance Isakson	3260	Life	Brett Teuber	P-5041	
Patrick Johnsen	4864	Life	Marco Tinari	4656	Life
Broderick Johnson	P-5068	Life	Tim Umstead	P-5088	Associate
Randall Kanzig	P-5070				





## America's First Flight was actually in Coast Guard District 5NR

By Ptero Joseph Giannattasio, P-3021, District 5NR, CG Auxiliary

It was a cold morning on January 9, 1793. A crowd of spectators, which included some of the nation's founding fathers, congregated in the courtyard of the Walnut Street prison adjacent to what is now Independence Square in Philadelphia. The event was to witness the launching of an amazing modern invention: the balloon, which, if successful, would be the first air travel in the history of the United States of America and the New World.

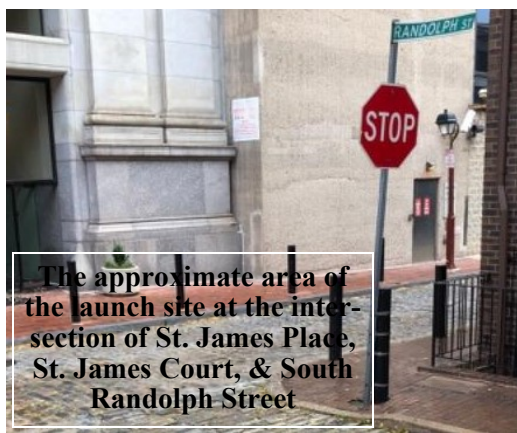
When thinking about the "first flight" in the United States, Team Coast Guard members often think of the aviation pioneering Wright brothers and Kitty Hawk, NC in the CG Fifth District's Southern Region. However, the actual first manned flight in North America was in the Northern Region of the Fifth CG District; taking off from downtown Philadelphia, crossing the Delaware River and landing in a farm field in Deptford, New Jersey. The pilot was not an American aviator, but a French aeronaut named Jean-Pierre Blanchard.

This was to be Blanchard's 45th flight. At 39, Blanchard was already a famed aeronaut who performed his first balloon flight in 1784 utilizing a home-made hydrogen balloon that he launched in Paris. In 1785, Blanchard, with American Dr. John Jeffries, was the first to fly the English Channel, crossing from England to France in about two and a half hours, making both the world's first international air travelers.

Blanchard sailed to Philadelphia, which at the time was the U.S. capital, arriving in December 1792 and in January 1793 announced in the newspaper the sale of tickets for the first balloon flight in the United States. The initial price was \$5, but soon reduced to \$2 when only a few seats were reserved. Blanchard chose the prison yard for his takeoff because it was a secure location to install his balloon and the equipment to produce hydrogen gas. The enclosed courtyard also sheltered the balloon from winds during inflation.

As Blanchard climbed into the balloon's wicker gondola, President Washington shook his hand and provided him a "passport" letter recommending to all citizens of the United States and others to, "... oppose any obstacle ... to the aforementioned Mr. Blanchard..." and assist him in his efforts, making it

the first airmail of the U.S.



Shortly after 10 a.m. Blanchard thanked the president, released ballast weights, untied the handling ropes and gently ascended into the sky. A northwesterly breeze coaxed him toward the Delaware River. Once over the river, the balloon leveled off at 5,800 feet. Blanchard then conducted scientific experiments that included measuring temperature and air pressure, taking samples of air at altitude, testing the strength of a magnet, and checking his pulse rate.

The balloon continued on a southeast course to the New Jersey side of the river. Blanchard believed he observed the Atlantic Ocean in the distance and began his descent. Forty-five minutes after takeoff, Blanchard landed the balloon in a farm field near Big Timber Creek in Deptford, NJ, fifteen miles from the launch site. Some nearby farmers, initially scared by the sight of a mysterious globe and a man descending from the skies, became willing helpers after drinking some offered wine and reading the letter from President Washington's passport.

Several local farmers joined to help Blanchard retrieve his balloon from the field and return to Philadelphia by carriage then boat. Before bidding farewell to his new friends, he quickly prepared a document certifying that they witnessed Mr. Blanchard landing in his balloon, "... in the municipality of Deptford, Gloucester County, in the state of New Jersey, approximately 10 o'clock, 56 minutes, am ... on the ninth day of January, anno Domini, 1793."

As the French pilot returned to Philadelphia that evening he was greeted by fans flocking to shake his hand. At seven p.m. he paid his respects to President Washington and presented him with the flag he had unfurled during the flight.

Blanchard returned to Europe in 1797 and continued flying until suffering a heart attack during a flight in 1808. He fell out of the balloon but survived several months before succumbing to his injuries in 1809. The archives of local libraries and historical societies have nothing that records Blanchard's exact landing place, but researchers suggest it near where the witness-

es lived - the vicinity of a famed oak tree that still stands. Since the oak had already been recognized as a historic landmark and thus likely to be preserved, around 1972 it was decided to add the balloon landing to that site.



Whether you consider the first flight in the United States to be Jean-Pierre Blanchard in Philadelphia or the Wright Brothers in Kitty Hawk, as a member of Team Coast Guard you can be pleased that both occurred within the Fifth CG District.

How to visit:

Launch Site: The Walnut Street Prison was closed in 1835 because of overcrowding and later demolished. Today, office buildings and the Athenaeum of Philadelphia stand on the site. The site of the prison is at the intersection of Walnut Street and South Sixth Street in Philadelphia, across from Washington Square and one block from Independence Hall. Locate the historic marker on the east side of South Sixth Street, south of Walnut Street. The approximate area of the launch site is at the center of the block, at the intersection of St. James Place, St. James Court, and South Randolph Street.

Landing Site: Navigate to NJ-42 in Deptford, NJ. Take exit 12 onto Clements Bridge Road toward NJ-41/Runnemede. Turn left into the shopping center and look for the Wal-Mart Supercenter. For your GPS use the address: 2000 Clements Bridge Road, Woodbury, New Jersey 08096. Behind the right rear corner of the building (as viewed from the front) is a walled area for recycling. To the left is a handicap-accessible ramp that leads to the site, which is behind a fence to the right of the recycling area. There you'll find a bronze plaque commemorating the landing and the ancient oak tree that reputedly was standing when Blanchard made his historic flight.





## 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 early-2019 "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>	<u>Graduate</u>	<u>Assignment</u>
AMT3 Johnathan M. Diehl	Traverse City	AMT3 Alec B. Douglas	Miami
AMT3 Tessa A. Hansbury	Corpus Christi	AMT3 Hunter B. Harrington	Detroit
AMT3 Matthew D. Powell	New Orleans	AMT3 Ricardo S. Ravelo	Clearwater
AMT3 Matthew P. Ross	New Orleans	AMT3 Dawson A. Schaeffer	Corpus Christi
AMT3 Jacob W. Tilley	Elizabeth City	AMT3 James M. Wells	C27J APO Eliz. City.
*AMT3 Christopher M. Bates	Miami	AET3 Nicholas K. Andreadakis	Cape Cod
AET3 Paul J. Bennett	Houston	AET3 Johnathan G. Cast	HITRON
AET3 Charles N. Christ	Mobile	AET3 Xeven K. Colbert	Barbers Point
AET3 Joel E. Fields	Astoria	AET3 Wilfredo Gomez Rios	Miami
AET3 Lee M. Gundy	San Diego	AET3 Aaron E. Hillman	Detroit
AET3 Austin W. Miller	Corpus Christi	AET3 Leonardo Nieves Guzman	Clearwater
AET3 Morgan B. Speshock	Clearwater	*AET3 Maxwell L. Dierking	Mobile
AMT3 Adam L. Arana	Houston	AMT3 Joey L. Frazier	Miami
AMT3 Robert K. Gannon	HITRON	AMT3 Charles A. Hood	Clearwater
AMT3 Joshua D. Jeffries	Atlantic City	AMT3 Johnathan H. Martin	Corpus Christi
AMT3 Anthony J. Naleo	Kodiak	AMT3 John M. Pelzel	Clearwater
AMT3 Tyler L. Scheck	Mobile	AMT3 Jarod W. Shurack	San Francisco
AMT3 Ian R. Tuel	Kodiak	*AMT3 Kraig S. Partridge	Kodiak
AST3 Colby L. Castner	Elizabeth City	AST3 Jesse J. Cheely	Astoria
AST3 Tyler C. Connors	Sitka	AST3 Cayden J. Grooms	Mobile
AST3 Christian J. Hall	Humboldt Bay	AST3 Zachary P. Martel	Detroit
AST3 Ryan R. Neugebauer	Elizabeth City	AST3 Nathan C. Park	Mobile
AST3 Austin W. VanMeter	Mobile	*AST3 Michael V. Diglio	Clearwater
AET3 Sean D. Bierer	Kodiak	AET3 Samuel C. Chamberlin	Clearwater
AET3 William H. Dahl	Corpus Christi	AET3 Thomas J. Garrett	HITRON
AET3 Brett A. Hotaling	Elizabeth City	AET3 Tyler J. Huston	Mobile
AET3 Cole M. Lindvall	Clearwater	AET3 Stephen R. Musnicki	HITRON
AET3 Christian Salas Sola	Miami	AET3 Bryce C. Wilson	Kodiak
*AET3 Marc-Antoine P. Richard	Sacramento	AMT3 Edgar I. Barrera	Miami
AMT3 Jordan R. Buchanan	Atlantic City	AMT3 Isaac L. Floyd	HITRON
AMT3 Tyler G. Kuney	San Francisco	AMT3 Nathan D. Langley	Miami
AMT3 Riley J. Mehan	Clearwater	AMT3 Selena J. Moya	HITRON
AMT3 Broderick M. Pendred	Mobile	AMT3 Victor R. Saliture	Mobile
*AMT3 Daniel K. Hunter	Sitka	AMT3 Brittany L. Austin	New Orleans
AMT3 Adam J. Beaver	HITRON	AMT3 Joshua D. Edmisten	Miami
AMT3 Wesly Mathews	Clearwater	AMT3 Steven M. Menich	Clearwater
AMT3 Calvin R. Nygaard	Clearwater	*AMT3 Joshua A. Carwell	Kodiak



## 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>
4817 Vincent P. Lewandowski	Borinquen	4818 Alyssa M. Fuller	Clearwater
4819 Casey J. Fall	Port Angeles	4820 Kellen A. French	Miami
4821 Christi M. McGee	Atlantic City	4822 Michael P. McGee	Atlantic City
4823 Gabrielle C. Deza	Borinquen	4824 Neil P. Clarkin	Elizabeth City
4825 Matthew B. Marchalonis	Corpus Christi	4826 Conor C. Regan	North Bend
4827 Kyle J. Nolan	Barbers Point	4828 Jacob C. Pitkin	New Orleans
4829 Steven M. Danseglio	Corpus Christi	4830 Jeremy M. Gibbs	Miami
4831 Kyle S. Unger	Miami	4832 Kody J. Kekoa	Cape Cod





## **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: Officers \$20, Enlisted \$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](mailto: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.

The Ptero Store continues to add new products to supply all your "Zoomie" needs. Our new Corporate Logo is a big hit and we have just received our new CGAA hat (\$20)! We also have completed research on a supplier for magnetic name badges, at a \$12 price, like the one shown here. When they are available, we'll send out an "All Ptero" advising you of this.



Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at <https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>  
You can even pay by check if you don't like using credit cards on the internet.

**Jul 2019** **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: \$**

### **New Enlisted Ancient Albatross Installed**



Ptero Ancient Al and Vice-Commandant ADM Charlie Ray, Aviator 2311, Addresses the Audience as Master Chief Harris (L) and Master Chief Johnson look on.



Master Chief Harris Receives an Award from Ptero & CG-711 CAPT Carl Riedlin, Aviator 3052.

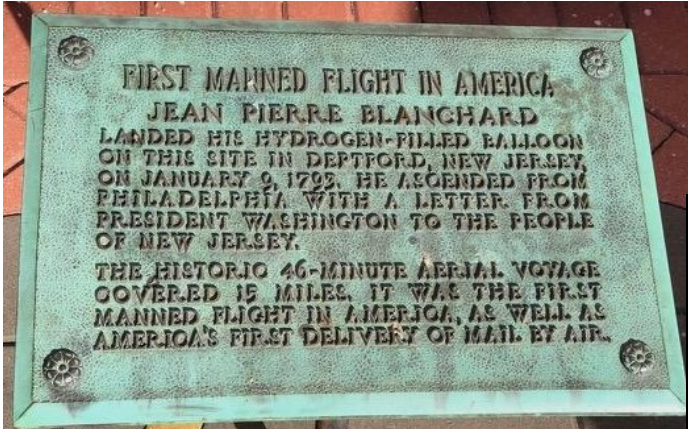


The Ancient Order of The Pterodactyl  
1700 Douglas Avenue  
Dunedin, FL 34698

NON PROFIT  
ORG.  
US POSTAGE  
**PAID**  
Woodbridge, VA  
PERMIT #9



Return Service Requested



Commemorative Plaque of the landing site of the first manned flight in America and Placing of 5NR Challenge Coin on Commemorative Plaque. See Story on P. 21.

MAIL Pg. 15

**THAT'S NOT ALL !!**



CGC Benjamin Bottoms  
Commissioned. See Story on P. 9.

**SAVE THE DATE!!!**  
The 2020 Ptero Roost is  
Scheduled for 22-25 Sep-  
tember at Port Angeles, WA

CAPT Jason Tama, CO, Sec-  
tor NY, salutes as an AirSta  
Atlantic City MH-65 flies over  
at the NC-4 100th Anniver-  
sary Celebration on 8 May.  
See Story on P. 11.

