



PTEROGRAM

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

Sitrep 2-20 Summer 2020

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

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Pforty-pfourth Port Angeles Ptero Roost Postponed



Alas, the 2020 Roost in picturesque Port Angeles, WA honoring the CO and the men and women of Air Station Port Angeles has, unfortunately, been postponed until sometime in September 2021. The decision was reached after much research into the present situation confirmed that Washington State is still shut down. Every one of the venues for this year's Roost is still not in operation and the possibility of them being totally open by September is shaky at best. Roost Chairman Ptero Jeffrey Hartman, Aviator 1128, has graciously agreed to continue in that role. There will be a virtual awards ceremony/business meeting to conduct the important annual CGAA functions usually conducted at the Roost. Watch for an AIPtero for details about the 2020 virtual meeting date and time & the 2021 Roost dates. The Corpus Christi Roost has been moved to 2022. See more on P. 3.

Pteros, Ancient Albatrosses, & VADM's (Ret.) Howard Thorsen & John Currier, along with the Founders of HIT- RON, Selected for Enshrinement in CGAA Hall of Honor



On 18 June, the President, CAPT (Ret.) Michael D. Emerson, Aviator 2799, and the Executive Board of the Coast Guard Aviation Association, had the distinct pleasure of announcing the most recent selections for the Association's Hall of Honor. See **HALL OF HONOR** on P. 3

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 2020, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.
Check out page 19 or the website <http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.
MOVING?? Please let us know.

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Enlisted Ancient Albatross

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-ex officio

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A Message from 2799 (CGAA/AOP President):

Fellow Pteros: Haircuts are optional and masks are on. Formations are discouraged and handshakes are gone. I get hungry every time I wash my hands? The decision to postpone the Roost ranked up there with suspending a search or visiting someone's house with a chaplain. You know it's gonna leave a mark. But we deliberated for some time, even considering the implications during an election year. Thanks to the Executive Board for making the right choice. Stay tuned for Jay's preflight instructions for a Virtual Roost...wait until you hear what he plans for the Hospi-

ality Room!

The National Maritime Historical Society faced a similar decision on their award ceremony to recognize CGAA with the Alexander Hamilton Award. That event was postponed to March of 2021, but it's still ours. Meanwhile, CGAA was also runner up to the Chief Petty Officer Association this year for the Armed Service's Spirit of Hope Award. Thanks to CAPT Carl Riedlin and the Office of Aviation Forces for the nomination, and promise to sponsor us again next year.

Interestingly, the coronavirus has not disrupted our annual awards season. I recently had the unique privilege of calling Howie, Mary Jane, and the 14 original pioneers for developing HITRON about their induction into the Hall of Honor. Hearing each recipient express initial surprise and just as quickly shift to humility and thoughtful reflection was the highlight of my time in the seat. This year we had six exceptional nomination packages, and I thank Paul Langlois for extraordinary leadership in coordinating distributed reviews, thoughtfully applying our criteria, and selecting those considered worthy of HOH recognition. I also credit Pteros - Gib Brown, Frances Messalle, Hank Schaeffer, Terry Sinclair, Rick Trent, Phil Volk, and Greg Keshishian for investing countless hours to asking hard questions and delivering a proud roster of recommended recipients. Our plan is to dispatch the Ancient One to present these awards around the country, and include video highlights in our Virtual Roost.

The other aircrew awards are on the agenda as well. We're also planning for essential elements of the annual business meeting, which may or may not include video of a masked Ben Stoppe accounting for change, buttons, and lock-washers. Ever wonder if a bank teller will take you serious if everyone is wearing masks?

We're all high risk, so we should all have hands we can eat off!

Stay well! Prez Mike

Taps

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

Michelle M. Beale (spouse of Ptero Edward K. Beale, 3269), 1/28/18

Martin Heatherman, 1085, 12/27/19

Billy G. Cunningham, 1032, 12/29/19

John Lowell, P-2395, 12/24/19

Gary Napert, 2105, 5/30/20

New CGAA Members Since 3/1/20. Welcome Aboard!

| | | | | | |
|--------------------|---------|--------|--------------------|---------|--------|
| John Baker | Life | RS-193 | Mike Berkenbile | Life | P-3008 |
| Catherine Carabine | Active | 3694 | William Danner | Life | 1640 |
| Larry Duysen | Regular | P-5381 | Bob Fratangelo | Life | P-2803 |
| George Hess | Active | P-5376 | Vicki Karnes | Regular | 2210 |
| Kristy Kiernan | Regular | 3037 | Daniel Knauss | Active | 4319 |
| Ryan O'Neill | Active | 4650 | Henry Parsons | Life | P-5380 |
| Rene Pelletier | Regular | P-5393 | Michael Pettingill | Regular | P-5390 |
| Marty Simpson | Regular | 3515A | Charles Smith | Regular | P-3996 |
| Christopher Smith | Active | 4615 | Steven Stokely | Life | P-2893 |
| John Wohlwend | Life | P-5428 | | | |



On 8 June 2020, Ptero Jim Durfee, Aviator 521, and his wife, Mary, celebrated their 75th wedding anniversary with their children: Susan, Jim, Jr., and Jill and their spouses. They also have five grandchildren and seven great-grandchildren. Jim is the third-oldest known living Coast Guard aviator.

HALL OF HONOR FROM 1

The awards selection board recommends that the below two individuals, and a team be inducted into the CGAA HOH this year:

VADM Howard B. Thorsen, USCG (Ret.), CG Aviator 776/Helo Pilot 442/Ancient Albatross 13

VADM John P. Currier, USCG (Ret.), CG Aviator 1877

HITRON-10 Proof of Concept Team

VADM Howard B. Thorsen, USCG (Ret.):

"VADM HOWARD B. THORSEN, USCG, CG AVIATOR NO. 776, COAST GUARD HELICOPTER PILOT NO. 442, AND ANCIENT ALBATROSS NO. 13, IS CITED FOR OUTSTANDING CONTRIBUTIONS TO U.S. COAST GUARD AVIATION THROUGH HIS SUPERIOR PERFORMANCE HAVING A LASTING POSITIVE IMPACT IN THE TECHNICAL DEVELOPMENT OF COAST GUARD AVIATION."

VADM John P. Currier, USCG (Ret.):

"VICE ADMIRAL JOHN P. CURRIER, USCG, CG AVIATOR 1877 AND ANCIENT ALBATROSS NO. 23, IS RECOGNIZED FOR EXTRAORDINARY ACHIEVEMENT AND LASTING CONTRIBUTIONS TO COAST GUARD AVIATION AS A GIFTED INNOVATOR, MENTOR, AND LEGENDARY LEADER IN POSITIONS OF GREAT TRUST AND RESPONSIBILITY."

HITRON-10 Proof of Concept Team:

"THE HELICOPTER INTERDICTION TACTICAL SQUADRON TEN (HITRON-10) PROOF OF CONCEPT TEAM IS CITED FOR OUTSTANDING CONTRIBUTIONS TO U.S. COAST GUARD AVIATION THROUGH THEIR SUPERIOR PERFORMANCE, AND HAVING A LASTING POSITIVE IMPACT IN THE TECHNICAL AND TACTICAL DEVELOPMENT OF COAST GUARD AVIATION'S AIRBORNE USE OF FORCE (AUF) MISSION."

TEAM MEMBERS: AUF PILOTS

Ptero CDR Mark Torres, Aviator 2525

CDR Patrick Merrigan, Aviator 2385

LCDR Scottie Womack, Aviator 2567

LCDR Dennis Dickson, Aviator 2566

LT Stewart Dietrick, Aviator 2690

LT Jason Church, Aviator 2913

Ptero LT Timothy Tobiasz, Aviator 3027A

Ptero LT Thomas Gaffney, Aviator 3157

LT Vincent Van Ness, Aviator 3388B

AUF GUNNERS:

AD1 Raymond Stobinski

AD2 J. D. Lawrence

AD2 Charlie Hopkins

AD2 Gordin Brousseau

AD3 Richard Forbes

The CGAA HOH physical award is a large bronze plaque, which will hang in the HOH area at ATC Mobile, AL. Each awardee, or next of kin, will receive a smaller, individual plaque that is an exact replica of the larger bronze plaque. The actual award citation will be released in the near future, once finalized.

Due to the COVID-19 pandemic, which postponed the Port Angeles, WA Roost, and its Award Banquet, the various induction ceremonies will take place at different times and places later in 2020, and, may stretch into the beginning of 2021. CGAA will endeavor to make announcements of each of these induction ceremonies via ALPT-ERO. We are thinking of using some type of live (Zoom, or GoToMeeting, etc.) streaming media to broadcast these events. They will be saved for viewing on our web site for later viewing.

The board reviewed nominations following the published award criteria, and included the following additional qualities:

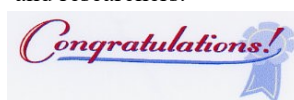
Superior performance with lasting positive impact.

Technical or tactical development with high impact on Coast Guard Aviation.

Extraordinary operational achievement.

There were six nominations this year – our most ever. The non-successful nominations were found to be noteworthy achievements most deserving of recognition; however, they did not rise to the level of HOH recognition.

The CGAA will next entertain HOH nominations in 2022. Many thanks to the awards selection board for their diligent work, and, to the nominators and researchers.



2020 Virtual Roost Notice By Ptero Jay Crouthers, Aviator 1360

nearly every venue the Roost had planned to use. The same dedicated committee is hard at work setting up everything for September 2021 and we'll have information on that in future Pterograms and AlPteros.

We still need to have a Roost this year so we can have the required Annual Business Meeting and present the various awards to very deserving people. Here's the plan: The Roost will be VIRTUAL!!!

More detailed information will be forthcoming by AlPtero but, essentially, the awards will be presented to the recipients at their commands during the next few months as schedules allow. We hope to have the Ancient Albatrosses and the Ptero President be able to present the awards. In lieu of this arrangement, the CGAA Unit Coordinators will assist the local commands in making the awards. Naturally, local Pteros will be invited and encouraged to attend.

The Business Meeting will be Virtual with recordings of the various awards ceremonies, presentations on the state of the CG by HQ personnel and required reports from the Ptero Board Members, including the inventory of the Petty Cash and Lock Washer. The date will probably be in November since weather will not be an issue and most videos will be available on our website for those that cannot attend the actual live presentation.

We even have the 2020 Virtual Roost Logo, complete with mask and thumb down, so look for future information with this logo:



2020 VIRTUAL ROOST

Who's Who in the CGAA Hall of Honor

By Ptero Past Prez George Krietemeyer, Aviator 913

Just about every Coast Guard pilot and many aircrewmembers have visited Erickson Hall aboard ATC Mobile, AL. You have all seen the 21 plaques and, hopefully, you have read the inscriptions describing the pioneering efforts of the 42 men named on these plaques. The Hall of Honor was established by the Ancient Order of the Pterodactyl in 1986 and, since then, they have invested over \$20,000 in the design, fabrication and purchase of these plaques. For a complete description of the work that these men accomplished Google "CG Aviation Hall of Honor" and read the detailed citations and all 42 names. The brief descriptions below are designed to stimulate your interest.

Coast Guard Aviation Hall of Honor (by CG Aviator Number)

1 — Elmer Stone—first CG aviator—Pilot of NC-4 (First Across the Atlantic)— helped design numerous Navy and CG aircraft and in-flight operational procedures
NA Benjamin Chiswell -CO of USCGC ONENDAGA-worked with Glen Curtiss to bring CG into the aviation world — established first CG aviation unit in 1920 - Father of CG aviation
NA Norman Hall — shipmate of Stone and Chiswell — trained naval engineer - worked with Glen Curtis and learned how to maintain aircraft — Father of CG aviation engineering
6 Carl Von Paulsen — early aviator — re-established CG aviation to interdict rum runners during Prohibition by building an Air Station at Gloucester, MA on Ten Pound Island (without HQ approval)-borrowed Navy aircraft and Army tent to operate
16 — Luke Christopher — first DCA — accomplished fixed wing pilot — tested and flew numerous aircraft — awarded Gold Lifesaving Medal for rescue attempt. KIA
32 — Frank Erickson — first helicopter pilot - proved value of helicopters in CG and Navy operations — made first rescue with helicopter — designed hoist & many other helicopter accessories. Worked closely with Igor Sikorsky and Frank Piasecki to improve their designs
43 — William Kossler — Erickson's mentor — helped sell helicopters to COMDT and



CNO - oversaw early helicopter testing and development

NA - Oliver Berry — first CG helicopter mechanic - Erickson's primary assistant in developing hoist. rescue basket, floatation gear and more - first hoist operator

52 — John Pritchard and Benjamin Bottoms (aircrew) - First successful airplane landing & t/o on surface of Greenland's ice cap; saved two lives; KIA attempting further rescues. (WW II)

59 — Donald MacDiarmid — recognized authority in open sea landings and aircraft ditching's - Commanded first CG overseas Patrol Squadron in WW II

109 — August Kleisch — helo pilot # 5- made numerous heroic and newsworthy rescues in Labrador and Newfoundland

114 — Stewart Graham — (enlisted pilot #40, helo pilot #2) True pioneer in helo rescue, water ldgs, ship-ops, night MEDEVAC; saved Sabena DC-4 crash survivors in Newfoundland wilderness; developed ASW & other USN helo tactics.

N/A — Aviation Maintenance Specialists of WW II - this select group oversaw maintenance for hundreds of unique aircraft obtained during WW II - Set the standard for exceptional level of safety and readiness exhibited by maintenance personnel of today

549 — Les High — Training expert - Established ATC Mobile and standardized training for all CG pilots

652 — Frank Shelley — Father of the HH-52 - Helped design network of helicopter units around the US

795 — Gilbert Brown — Identified location for CGAS Mobile. Planned early construction at ATC Mobile - Established use of first simulators in CG aviation training

997 — Jack Rittichier - Volunteered for exchange tour as helo rescue pilot with USAF in

Vietnam - KIA during rescue attempt of downed airman in hostile territory

VAR — Combat Air Rescue Pilots -Plaque identifies 11 pilots who volunteered to serve with USAF "in country" during Vietnam conflict - Group earned 4 Silver Stars, 16 Distinguished Flying Crosses and 86 Air Medals during their tours with USAF

1671 — Bruce Melnick — First CG Astronaut - Flew as Mission Specialist on Space Shuttle Discovery (1990) and Endeavor (1992)

2672 — Daniel Burbank — Second CG Astronaut - Flew as Mission Specialist on STS-106 and STS-115 and later flew aboard ISS -29 and commanded ISS -30 - served a total of 248 days in space

NA — Larry Farmer — led the establishment of Helo Rescue Swimmer procedures & equipment. With ATC Mobile's H-3, H-52, H-65, & H-60 branches, they integrated this new system of rescue into CG airta ops

NA — ASM School Instructors — 12 enlisted instructors who expanded the population and the rescue skills of the ASM rating; thus enabling full implementation of helo rescue swimmers into CG Ops.



Ptero Krietemeyer (L) and Ancient Albatross Ptero ADM Charles Ray.

FLYING ACROSS THE POND IN THE 1950s

By Ptero Art Wagner, Aviator 769

The Navy Flight training pipeline for Coast Guard aviators in the mid 50s was Pre-flight at NAS Pensacola mainside, Primary in the T-34B at NAAS Saufley Field, Basic in the SNJ at NAAS Corry

Corpus Christi for Advanced in the SNB (again) and Navigation in the PBM.

Just one week into the PBM ground school, the PBM was retired, and a fleet of S2Fs flew in and we back tracked to it. We soloed and then were "given the keys" and told to get 80

Field and basic instruments in the SNB at NAAS Foley, AL.

Then Off to NAS

hours of cross country instruments, then a week of Field Carrier Landing Practice (FCLP) at Outlying Field (OLF) Alice and then hit the Lexington. Something happened to the Lady Lex and I missed the boat, but several others made it.

Then it was off to the Navigation phase — 80 hours in the R4D and P5M-1. It was a fascinating phase and I ended up using the skills sooner than I thought I ever

would.

My first assignment was to CGAS Elizabeth City where there was an eclectic stable of UF-1Gs and UF-2Gs of various configurations, and four R5Ds, also with no two alike, and HO4S and HUL-1G helicopters and one PB1G CGNR 77254. One of the R5Ds was CGNR 9147, the old secretary of Treasury's bird, which was still outfitted for VIP flight and used by the Commandant on overseas trips.

When he did, his personal aide and pilot was the AC, a pilot from CGAD Washington would fly as CP and they'd pick a young NAV from Elizabeth City. Dave Bates was assigned as the aide in 1959, transferring in from CGAD Naples, but had flown the R5D in San Francisco. For a November 1959 flight to London and Paris, Dave picked Chris Weitzel from the Air Detachment Washington National Airport (WANAP) and asked AirSta Elizabeth City to assign the crew and get the bird ready. The enlisted crew picked was a good one: ADC Herbie Price, AD1 Willie Sutton, AE1 Ray Scarborough, ATC Linnemen, AL1 Don Parks and AD3 Fred Honeycutt. I was picked to be the navigator. As it turned out, we all would make many a worldwide trip together in the VIP'd HC-130B CGNR 1339.

Al Flanagan and I flew a test hop with the crew on 12 November and she was made ready for a 16 November flight to WANAP with an RON to pick up the party the following day. I spent the interval picking the brains of Mel Hartman and Ron Stenzel who had made previous trips, and gathered/inspected the tools of the trade and checked them out.

The navigator's position across from the radio operator's in the R5D was not a thing of beauty, not even in its time. There was a crew/catering door on the right side off the fuselage directly behind the co-pilot, so the nav table was a folding one that retracted for access to the door. Forward of the station was the driftmeter, and on the centerline overhead was the astrodome with a hook to receive the bubble sextant. A goose neck lamp provided night illumination. On the rear bulkhead just forward of the crew rest bunks were an AN/APN-70 LORAN A, a radar, and SCR-618 radar altimeter, ICS and basic instruments. You sat on an aluminum stool with a thin leather cushion.

Up front, a couple of ADFs, TACAN, and VORs resided, and in the radioman's position, an array of multi-band receivers, HF transceivers, and an AN/ART-13 LF transmitter sat at the ready

with a "speed key" resting on the table. A Trailing wire antenna was fitted as well.



Although we were using approach plates and RADFACs from the government, I was informed that the pilots would be bringing aboard their NavBags of Jeppesen worldwide charts and approach plates. So, all I needed was my bubble sextant (in its carrying case) and my own NavBag of HO-249 Sight Reduction tables for Air Navigation, HO Charts with the LORAN depictions, European Charts with CONSOLAN, plotters, pencils, E6B computer, parallel rulers, dividers, triangle, masking tape and paper coffee cups. The masking tape held the charts down, as well as anchoring the inverted cup that was punctured to hold pencils and dividers. A small booklet describing the itinerary was prepared for the passengers. Oh – and your own luggage with the right uniforms and civilian clothes.

Flying into WANAP on a night approach in pouring rain to a short runway in a ship with no reverse was accomplished safely and we were parked to receive the party the next day. The Special Air Mission (SAM) facilities were located between the terminal and the two hangars to the north. The northern-most housed CGAD's two RM-1Zs. Departure was on time for the 4.0 hour airways evening flight to NAS Argentia (NWP). There, we filed our international flight plan, received a rather curt explanation of the air route traffic procedures, refueled the aircraft while passengers who chose to slept in, and were airborne 45 minutes later. We were assigned 8,000 ft.

which essentially put us in the goo for 8.5 hours. While in the initial cruise, I did a compass deviation check tracking out on their TACAN remembering the mnemonics:

Remember? Can Dead Men
Vote Twice At Elections

compass deviation magnetic variation true add easterly, or conversely

TTrue VVirgins Make DDull CCompanions
AAdd WWhiskey.

With that done, and using the winds aloft forecast from meteorology, I could provide a magnetic heading to the pilot. The autopilot in the 9147 did not couple to anything – it just connected servos to the controls to maintain heading and altitude input from a large panel in the front of the pilot. He had to continually "tweak" the trim knobs to align to aircraft compass and altimeter.



About an hour or so into the flight, things would be pretty well nailed down if the LORAN A was working and you could use a precomputed moon sight for a Line of position to lay over the LORAN fix. But as we ventured further from shore, aids disappeared. If this had been a daytime flight or VMC night, I could have precomputed three celestial body sights to get a fix. Or, you could use the driftmeter to confirm the winds aloft forecast, by flying a Wind Star and the drift on each heading noted and using the E6B, calculate it. But stuck in the goo at night, sights and drift data were not available.

It was not long and we ran out of LORAN A coverage, but our receiver had been modified to try the new LORAN C chain on the east coast. I received good signal strength, but accuracy was not good being pumped through the gear we had.

On a long flight such as this, on top of the DCA – NWP leg, the flight crew rotated positions. One pilot in the cockpit along with one of the flight engineers, one pilot on the nav stool, and one in the bunk. The other crew chief was sacked out in the upper bunk. One radio operator in position and two others back in the rear galley. When we encountered icing conditions, almost guaranteed this time of year, boots were activated and

alcohol pump turned on for props. The navigator had to adjust the rates in by tweaking flow to keep a small float at a specified level in a four long sight tubes.

Coast Guard manned Ocean Station Charlie soon was reachable, and a lively conversation struck up with our sea-going brethren. Using their radiosonde balloon data and a radar track while determining what grid they were gave us a much needed confirmation of progress.

It was not too much later, we were able to receive the CONSOLAN signals from the UK, Norway and Spain on ADF. Of course, at night and in precipitation, reception was spotty. The beauty of Sonne, or Console, was that the only on board equipment needed was a radio receiver. Then you tuned in the desired station, counted the dots and dashes, and determined what radial you were on. Repeat the process for one or two more, and you had a fix, be that what it may.

Communications with the Prestwick FIR, followed shortly by Shannon and finally London led to our morning views of the UK and radar approach to Northolt RAF base.



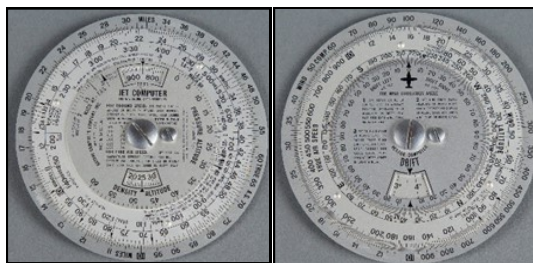
Once the official party was off to their appointed rounds, we adjourned to our quarters for the next nine days, staying at the Lancaster Gate hotel, chosen for its providing a bathroom for each room. It was also located around the corner from the USAF officers Columbia Club and the enlisted Douglas House. We would become regular visitors to the three facilities in the upcoming years.

Airways flights to Paris for two days, one day in Barcelona and three in Ma-

drid and it was time to go back to navigation once again. With an evening departure from Madrid, it was another black of night odyssey of 5.2 hours to Lajes in the Azores, a quick refuel then 5.7 hours to NWP, 4.1 hours to DCA, drop off the party, then 1.0 back to Elizabeth City. Missed Thanksgiving, but home for Christmas. Crew duty time – long.

After securing everything, Dave told me he liked the way that I navigated and that, from now on, when the Old Man went overseas, I would be the third pilot/navigator. Just what a young pilot striving to be a first pilot wanted to hear. But I thought he'd never sell that to my CO, and I worked at getting R5D and UF-1G/UF-2G time. I guess he did, for the next thing I know, I am off to C-130B school in Sewart AFB, TN in April 1960. The first Coast Guard C-130B CGNR 1339 was fitted with a modular VIP interior by Miami Airmotive, and it was to be the Commandant's overseas transportation.

Within days after completion of school, I was quickly run through some training flights, a couple of cross country jaunts, and by June 10th, we were off to Liege, Belgium. What a change for the art of airborne navigation! And a cargo compartment morphed to a VIP Lounge. I'll skip the VIP compartment to describe another day. I added a small Batori high altitude, high speed computer to my bag – a God send.



I now had a capacious table and spread before it was a panoply of gear – radar, doppler radar controls, LORAN A receiver, a full panel of instruments, a SCR-618 radar altimeter (I would soon find out how to use it for pressure pattern navigation – taught by a Canadair CL-44 navigator over several beers), a periscopic sextant port overhead to get stars or local apparent noon (LAN) as you precariously stood on the case, a bookcase with space for all of my publications and charts. Next door was the radioman's position with dual single side band HF radios, and yup, he still had a LF transmitter and a trailing wire antenna he could stream from the left MLG fairing.

The challenges were still the same but there were more tools available and, most importantly, we flew at altitudes that normally put us above the weather and fuel loads, speeds and distances permitted more reasonable diurnal scheduling. We also changed the way we crewed the ship. No more rotating positions as our flight legs were shorter, and we all felt that the most professional approach would be for each to become expert at his role,

and perform with increasing precision. For example, when the party came aboard, engines three, then four were started. A soon as all were seated, brakes were released, taxi commenced and we simultaneously started one and two. We were not the USAF SAM crews, but we had a pride in our task.



AE1 Hilmer (L), AD1 Sutton, AD1 Linkous, AL1 Parks, LCDR Bates, LCDR Guillemette, LT Wagner.
Athens, Greece.
The "Old Man" Loved the Berets!

The "Old Lady" CGNR 1339 was a working gal when not parading around the world.



LORAN Station Port Clarence, AK Before Facilities were Available.
Unloading anchor bolts, with no pallets or rollers, for LORAN C antenna picked up at Lockbourne AFB Columbus, OH.

(The best cockpit and cabin images for the C-54 and the C-130 can be found by going to the National museum of the USAF, select Virtual Tours, Then Cockpit 360, and look for the VC-54C Sacred Cow and the Lockheed C-130E. Select the view you desire and roam around.)



Distinguished Flying Cross Memorial Dedication at Miramar National Cemetery

A commemoration and a celebration

by Bill Heard, PIO, Miramar National Cemetery Support
Foundation and Warren Eastman, Director, DFC Society

It was a commemoration and a celebration. The dedication at Miramar National Cemetery, March 7, of a memorial to recipients of The Distinguished Flying Cross, and a celebration of the 100th birthday of one of its oldest living recipients, legendary test pilot retired Air Force BGEN Robert L. Cardenas, who was instrumental in bringing the Miramar Cemetery into existence.

The black granite monument, emblazoned with the red, white, blue and gold DFC medal, honors those who have received the nation's highest award for "heroism or extraordinary achievement while participating in an aerial flight." It stands among seven other monuments to veterans on the cemetery's Memorial Walk. The Miramar National Cemetery Support Foundation worked closely with the Distinguished Flying Cross Society, to place the memorial in the cemetery.

Charlie Inot, a Special Forces veteran of Vietnam who wears the Bronze Star Medal, opened the ceremony by noting that, "Recipients of this prestigious award represent a diversity of backgrounds, ethnicity, military rank, and gender.

"Their aerial achievements are chronicled in their contributions to the advancement of aviation knowledge and technology, to the chaos of aerial combat, to epic rescues, and out to the very edges of space," he said. Inot is President and CEO of the Miramar National Cemetery Support Foundation.

Keynote speaker Dennis A. Schoville, who was awarded the DFC and two Silver Stars, among many other awards for his service as a helicopter pilot in Vietnam, paused his remarks while some 75 veterans of the San Diego Lindbergh Chapter of The Distinguished Flying Cross Society, active duty officers, and family members sang "Happy Birthday" to Cardenas.

Cardenas's military career stretched from pre-WWII days through Vietnam and the Cold War. Highlights of his service included bomber runs over Germany, escape from a Swiss internment camp after his plane was shot down, launching Chuck Yeager into supersonic flight, and test flying the YB-49 "Flying Wing," piloting it in a flight down Pennsylvania Avenue in Washington, D.C. for President Truman. Later he commanded an F-105 fighter wing in the Vietnam War, and he had the dubious honor of negotiating with Muammar Gadhafi the withdrawal of US forces from Wheelus AFB in Libya.

After the ceremony, the General posed for photos by the newly unveiled monument.

In his remarks, Schoville – chairman of the Miramar National Cemetery Support Foundation – said more than 130 DFC recipients lie at rest in the cemetery. Among them are:

Army WO Richard McCaig, who, while flying a Huey helicopter in February 1969, attacked a Viet Cong assault unit heavily engaged with U.S. tanks, then disregarded the dangerous situation to land his aircraft in the battle zone and medevac a seriously wounded soldier.

Marine 2nd Lt. Gerald Coleman, a World War II bomber pilot who went on to a civilian career as a baseball player, and well-known sports announcer in San Diego.

Navy Commander Charles Southwick, whose actions in suppressing enemy antiaircraft fire over North Vietnam in May 1967, paved the way for a successful air strike on the strategic Thanh Hoa Bridge.

"Most of our members are ordinary Americans who have accomplished extraordinary things under extremely difficult conditions while in flight," said national DFC Society President and retired Navy CDR Chuck Sweeney, recipient of three DFCs in one week, in closing remarks. "We don't consider ourselves heroes, we were just doing what we were trained to do and happened to be at the wrong place at the right time...or vice versa!"

Following the ceremony, Sweeney and retired Air Force Lt. Col. Eugene Alfaro, DFC Society San Diego Lindbergh Chapter president and Vietnam veteran, unveiled the memorial to the applause of the veterans and their families. Among those applauding were retired two- and one-star recipients of the DFC from four of the five Services as well as the two Active duty recipients, Capt. John DePree, USN, CO Naval Base Coronado, and Col. Eric Garcia, USMC, CO MAG 16.

Also participating in the dedication ceremony was Chaplain (Col.) Rick Blank, Deputy State Chaplain, California State Guard, who offered the Invocation. Blank is a DFC recipient who flew 248 combat missions as an F-4 Weapons System Officer with the Air Force's 366th Fighter Wing out of Danang Air Base. Chaplain (LT) Gary Monroe, USN, Command Chaplain of Coast Guard District 11, said the Benediction.

Afterward, guests adjourned to the Flying Leatherneck Museum for a reception sponsored by the Flying Leatherneck Historical Foundation that in-

cluded the cutting of a ceremonial cake topped with a replica of the DFC Medal.



Seated L-R: CPT Dennis Schoville USA (Ret); Graham Wright, Asst. Director, Fort Rosecrans & Miramar Nat. Cemetery; Charlie Inot, Pres., Miramar Nat. Cemetery Support Foundation; and Siena Lorrain Haustein, Nat. Anthem soloist. At the podium, CDR Chuck Sweeney, DFC Society President. Standing: CDR Mike Retz USN (Ret), Secretary, DFC Society San Diego Lindbergh Chapter

About Miramar National Cemetery

On 30 January 2010, the Department of Veterans Affairs dedicated a new National Cemetery at the northwest corner of MCAS Miramar. The cemetery is an extension of nearby Fort Rosecrans National Cemetery located at Point Loma. Fort Rosecrans Cemetery closed to most casket burials in 1966, and prior to Miramar's opening, the only option for casket burials of San Diego region veterans was Riverside National Cemetery.

The Avenue of Flags contains fifty (50) steel flag poles with lighting to display American flags all along the avenue twenty four hours a day. The Avenue extends from near the cemetery entrance eastward toward a giant American flag and flagpole at the east end of the roadway at the Flag Assembly Area.

About the Distinguished Flying Cross

Created by Congress in 1926, the Distinguished Flying Cross is America's oldest military aviation award, awarded to any Armed Forces member who distinguishes him or herself by "*heroism or extraordinary achievement while participating in aerial flight.*" The first awards of the DFC were presented on May 2, 1927 to ten U.S. Army Air Corps aviators for the Army Pan American Flight from December 21, 1926, to May 2, 1927. They received certificates, as the medal was not yet available. Charles Lindbergh received the first DFC medal as an Army Reservist on June 11, 1927 for his solo trans-Atlantic flight. A few early civilian aviators meeting the criteria received the DFC by acts of Congress. Amelia Earhart was the first female recipient. The Wright Brothers were awarded DFCs in 1928.



Ancient Al #25 Letter to Pteros



Greetings fellow Pteros! It has certainly been a challenging past few months for our Service as we've learned how to operate in the Covid 19 environment. I couldn't be prouder of our aircrews and maintainers who have innovated and adapted and continued to stand the watch and respond whenever and wherever needed. Our aircrews have learned to operate with additional PPE and there are now checklists of required actions when a Covid survivor is expected. Our Air Station CO's and OPS Bosses have had to get creative with regards to duty

section rotations, isolation of aircrews designated for no-fail missions, and to overcome the inevitable quarantine situations that affect our crews at the least opportune time. Likewise, our maintenance teams have had to learn to complete heavy maintenance while practicing protective procedures. Throughout, they've answered the call, conducted many significant SAR cases, continued to fly complex long range missions around the hemisphere and to deploy on our cutters. We all look forward to relief from this virus, but rest assured, Coast Guard aviation is continuing to operate with professionalism and enthusiasm.

I want to give a special shout out to our skilled technicians and all the employees at our Aviation Logistics Center.



As you all are well aware, ALC is a critical element to all Coast Guard aviation operations. The impact of ALC extends well beyond our depot maintenance and literally affects the readiness of our operations every single day. From the warehouse to the PDM lines to the component repair shops to the test flight lines, ALC has fought through the challenges of Covid and kept our fleets ready to respond. We literally could not maintain daily operations without their selfless dedication to duty.

Semper Paratus!
ADM Charlie Ray,
Aviator 2311



Enlisted Ancient Al #12 Report to Pteros

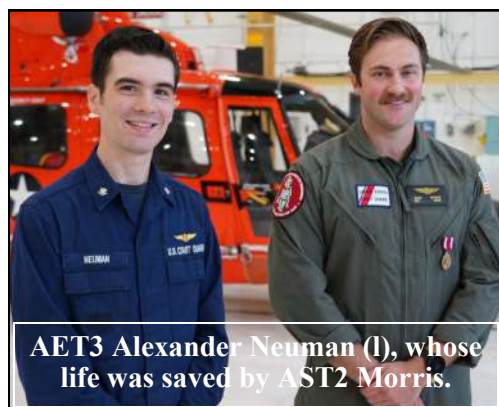


Greetings, Pteros! I hope everyone is safe and doing well during these unprecedented times. It has been one year since I assumed the duties of the 12th Enlisted Ancient Albatross. Since then I had the opportunity to visit crews at CG Air Stations Houston, Traverse City, New Orleans and Clearwater. I attended the Cutter Elmer Stone christening, participated in the CAPT Frank Erickson headstone rededication and of course the 2019 Roost in Clearwater, FL. was a great event. Most important, I have had the chance to acknowledge some of the CG's superstar aviators for their outstanding achievements. It's been an amazing year full of new people and experiences.

For the second consecutive year, the

Coast Guard is facing significant challenges when it comes to its people and operations. The COVID-19 pandemic has changed the way we do business and will have lasting effects on how the service operates in the future. Travel restrictions, virtual meetings, teleworking and, of course, cancellations have been a big part of the COVID-19 environment that Coast Guard members are experiencing. Some air stations have adjusted flight operations and developed work schedules that limit exposure to unit personnel. Unfortunately, many of us have not seen some of our shipmates for several months as a result of the safety precautions implemented.

Congratulations to AST2 Chad Morris from Air Station North Bend for receiving the Meritorious Service Medal! The Meritorious Ser-



AET3 Alexander Neuman (l), whose life was saved by AST2 Morris.

vice Medal is presented to CG members who distinguish themselves by outstanding achievement during peacetime. Petty Officer

Morris sprung in to action on the morning of October 22, 2019 to provide life saving measures to a shipmate experiencing cardiac arrest while standing duty at the unit's air facility in Newport, OR. PO Morris led the life-saving efforts by performing mouth to mouth, chest compressions and initiating several electrical shocks through the use of an Automatic Electrical Defibrillator (AED). His leadership, knowledge and quick actions were instrumental in saving the life of a fellow shipmate. CDR Michael Baird and LCDR Joshua Smith were awarded the CG Achievement Medal for assisting with the life-saving efforts.

Finally, summer is here which not only means a busy time operationally, but it also means transfer season for many CG women and men. For me, it means I will be leaving the cold fringed winters of Michigan for the warm temperatures and sunny skies of South Florida to assume the Command Master Chief duties at Air Station Miami. It has truly been an honor to be part of the Air Station Detroit family and the District NINE team for the last five years. Looking forward to Miami and what the next year will bring.

Semper Paratus!
Ptero Broderick Johnson,
P-5068



What is USCG Aux-18 Pilot/Crew Training About?

By Rev. Miles Barrett, Vice-Commander, Flotilla 86, Cape May, NJ

What is USCG Aux-18 for pilots and flight crew? Well, on a trip to Oklahoma City, OK in February 2020, I had the privilege most pilots only dream about. FAA taught two days of hands-on, fully involved disorientation and survival training.

We reviewed landing in the water, First Aid kits, survival packs, life-vest and rafts; experienced a smoke evacuation chamber; subzero cold chamber; disorientation trainer; pool egress and swim (Try egressing your plane blind-folded grabbing reference points on the ground and then imagine doing it in the water – inverted!!).

I fly a Piper Turbo Arrow III at 10,000 -11,000 feet cross country & use a pulse-ox meter on my finger every 15 minutes –I see 97% during 3-4 hours legs; and, I have oxygen on board. In the Altitude Hypoxia chamber, we checked off on paper our own body symptoms we experienced at 30,000 feet without oxygen for 1 minute (mine were fingers tingling and light head pressure in 1 minute with a drop to 85% oxygen, 2nd minute a little loss of visual sharpness and colors blurring at 73% oxygen and by 3 minutes I put on the oxygen). My ability to follow directions and do basic math were impaired by the second minute even though I looked fine and thought I was doing rather well for an elderly 69-year old who lives at sea level in Cape May NJ (the professional international pilot who lives at cabin pressure of 8000 feet did much better.) Use oxygen if your level drops below 90% was the lesson.

After surviving a landing: S.T.O.P. = Sit, Think, Observe, Plan; know the skills and have the will. 90% mental & 10% physical will to live make it possible. You can survive for 3 minutes without air, 3 days without water, 3 weeks without food.

First Aid is always first and communication next, but then how about Mother Nature's challenges.



After surviving a crash landing, we learned what to have pre-packed for that flight across a wintery landscape; like this space blanket.

In the subzero temperatures chamber, we had a raft shelter and basic gear demonstrated and used to see how well they work. This cheap looking thin aluminum blanket was a big surprise how much heat off the body it captured in the cold chamber both in the raft and the cockpit of a twin.

Starting fires with a BlastMatch was demonstrated! Vaseline soaked cotton balls, chap stick, even Doritos burn well with lighters, or steel wool and a 9-volt battery – all worked – for a while. Let's say even old Boy Scouts had a challenge with this one. Your trusty Gerber multi-tool earns its keep shaving wood strips for kindling. It takes patience and lots of small kindling.



The vertigo recovery training was my favorite and I wish every pilot could take a spin in this full motion simulator designed to induce vertigo and teach one to recover. You batcha! I went 1st for this one.

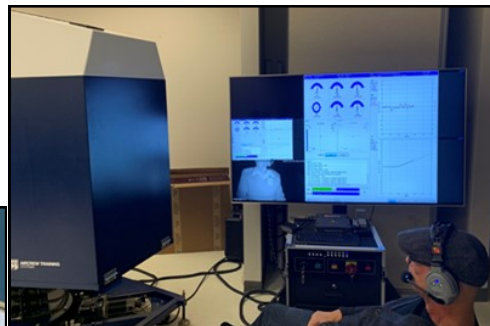


Father Barrett Survived the Simulator.

The unit is spinning so your inner ear fluids sensor feels like you are stationary and still. Then the instructor, who is watching you on a night vision camera, asks you to bend down and pick up the imaginary pen on the floor and sit back up. Vertigo is in full spin instantly. To recover, focus on one point, one

instrument, like the attitude indicator and believe the instrument, not your body's sensors. I recovered quickly only by believing the instrument and focusing.

He then ask for a head motion to look up overhead and back down like you were turning a trim wheel in an Piper Aztec. Wham! Vertigo again, and recovery was to focus on the Attitude Indicator. Believe the instrument, not the body sensors.



Night flight over water, even on a VFR night – this training could save a pilot's life. (Leave the pens that drop on the floor was a consensus of our group.)

Water survival was amazingly well done! We experienced how to land and get out of our small plane when it inverts and you're holding your breath.



With a plan and practice it's not that tough, really! Have the door cracked open prior to landing with something wedging it open. Grab the seatbelt near your neck to brace your head and neck for impact. After you land, hold on to your reference point 1st and then 2nd release your seatbelt. With the reference point's help, 3rd you pull yourself out and surface to fresh air. 20 seconds top is all you'll need to hold your breath. You bet, they had the infamous water chair. Wish you could see the video clip. I've 'enjoyed' such flips over a dozen times with the Navy / Marine Corps as a chaplain / flight crew in refresher courses and it builds confidence. Still I hope to never need

it, right?

A 6-adult person raft can be a handful if it flips over; so, avoid the compressed air-tank when righting it up. Just getting in the raft can be a challenge. But, for over water flights, it may be a real life saver.



In the pool, the group of 17 USCG Auxiliary pilots wearing flight suits and life vest took turns getting in the raft and using the various tools inside it. We made drinking water out of pool water (or salt water) through a reverse osmosis pump that takes 1 hours of hand pumping to make 1 quart of water.

We learned that swimming accelerates hypothermia and swimming a mere .8 miles results in heat loss and death in cold water...50 degrees sees blood pressure decrease in 7 minutes; while sea water freezes at 28-29 degrees, one may last 3 hours. So, roll into a fetal position. Slip on a large garbage bag. It makes a great heat barrier. Awesome training! Or, in a group, gather in a tight circle.

When floating in a life vest with other survivors, form a chain and link up for better visibility from the air for the SAR pilot and observer. A line of yellow vests is easier to see. It made sense to this SAR pilot.

Next, back in the raft, holding on to a safety line tethered to the raft, one

swims away wearing an inflated life vest to a rescue basket being lowered.

Leaving the basket, touch the water first, to discharge static electricity from the aircraft blades, each person crawled into the wire basket and tossed the safety line away, then made large giant splashing motions to signal for the hoist up - not forgetting to tuck the elbows and hands inside the basket and letting the crew do their job. Spinning on the rise up from the simulated prop wash and ocean spray concluded the pool training.

A 3 person shelter, that is very light weight and a small \$12 package, is a Tube Tent with



a line to tether to a tree or object and make a 3' high 3' wide base shelter.

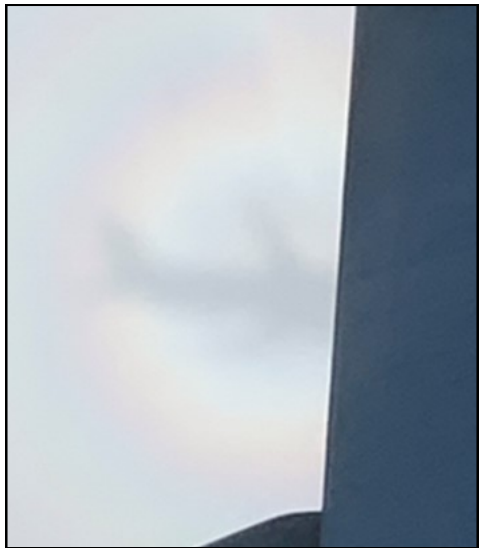
The Tube-Tent and a thin Space Blanket are the small items I want to pre-pack with the 1st Aid Kit, a signal-mirror, GPS personal locator beacon and marine and VHF radios, my Gerber multi-tool, toilet paper, mosquitos repellent, chem-light on a cord for spinning, whistle and water bags, iodine tablets/bleach, hand flares, and BlastMatch and fire starting kit. Winter, Summer, land or water I'll sacrifice the 10 pound load for it's worth if needed. And have it handy to grab on the back of the front seat.

CO detectors alarms help

notice a mild headache at 20%; drowsiness at 30%; blurry vision and shortness of breath at 40%; bad pounding headache at 50% and unconscious at 51%. Response? Check regulator vent, shut

off cabin heater and put on 100% oxygen then land ASAP. Enzymes responsible for O₂ are blocked from cyanide (cabin fire) drugs and alcohol. Alcohol can hide or delay recognition of hypoxia. One ounce of Alcohol is equal to 2000 feet of physiological altitude.

God-incidents are such a gift! This view on my flight home at 11,000' on a commercial flight of a circular rainbow below the wing with the shadow of the aircraft in the center, well it made my day. Was God blessing this Aux-18 training with another signature move? I felt His presence. Like Richard Rohr's book *The Universal Christ* how a forgotten reality can change everything we see, hope for, and believe brings out, Christ is in all creation if we only are open to the Spirit of His creation in the moment.



If you enjoy aviation, check out your local USCG Auxiliary Flotilla for more information about Auxiliary Air crew volunteers. There are nine types of missions with the US Coast Guard you may enjoy flying; and, aircrew, observers as well as pilots are needed today. If you own a plane, they can help designate that as a USCG Facility for use on a mission and cover the cost of the fuel while on missions. US Coast Guard Auxiliary has their volunteer pilots train with an Aux-18 course every 5 years. I felt so grateful to have been sent on orders and trained to fly safely on future missions. With proper pre-flight planning, survival parts may never be used; but if needed, the training has been a true gift. FAA.safety.gov & APOA.org has many of the videos free online.



BOB SWIFT TAUGHT US ABOUT "SEARCHING OUTSIDE OF THE BOX;" AND WE SAVED 98 LIVES

By Ptero Hugh O'Doherty

On May 31, 1980, Bob spoke up on the plane's intercom, "I see something!" It's well outside the search area. I think it could be a boat, with a torn sail, flap-pin' in the breeze. If ya just start a turn to the left, I'll tell you to stop when we're pointed at it ..."

Background: Twenty-one months before Bob spotted that boat, the newest CGAS opened, on McClellan Air Force Base, just north of Sacramento. Just airplanes. HC-130H Hercules and HU-16 Albatross aircraft. From Sacramento, we flew plenty of marine environmental, fisheries, & smuggling patrols along the Pacific coastline; plus oil spill clean-up support & cargo flights, worldwide. In the decades before us, West Coast long-range airdales (such as Walt Goldhammer, Howie Thorsen, Victor Roulund, & Roy Vander Putten) had performed loads of rescue missions. - intercepting & escorting planes with mid-Pacific mechanical emergencies, and if necessary, preparing such crews for ditching; - para-dropping pumps, life boats or rafts to vsls in distress; & - searching for missing vsls or aircraft; - escorting helo crews, going far offshore, to assist vsls in danger, or to pick up patients on those craft. At Sacramento, in the late '70s and early '80s, we also maintained 24/7 SAR readiness, to launch a C-130 within 30 mins of a call from the Rescue Coordination Center (RCC). However, it seemed that we were being called less & less ... Less rescues. Less escorts. Some of us, cynically, felt like we were a hangar-full of "Maytag repairmen," the sad, bored characters from TV commercials back then, whose professional svcs were rarely needed.

Forty-one days before Bob had us turn until we were pointed at his target, two fishing boats arrived in Key West, with 48 Cuban refugees on board. The Mariel Boatlift had begun! The news media soon advised the country of the 1000s of vsls, in varying levels of seaworthiness & passenger load, that were running south and then north across of the Straits of Florida, bringing Cubans to freedom.

Mechanical and structural failures were disabling and/or swamping some of these boats; and navigation errors resulted in some others running aground. These events were placing some of the vsls' passengers & crews in harm's way.

The enormous task of sorting which boats needed emergency assistance, and

then providing such svcs, soon required the CG to augment their usual regional assets with vsls & aircraft from airstas along the Gulf Coast, East Coast, & even the Great Lakes.

Plus, they received the patrol support from some of NAS Jacksonville's P-3s.

Meanwhile, we Sacramento coasties were still standing-by, ready to be called to assist in any Pacific distresses ...

So, I stopped into the office of Larry Minor, our ops officer. I suggested that we volunteer to deploy a C-130 & crew to the 7th Dist to bolster the assets and crews assembled there. Larry acknowledged my suggestion without commentary, and turned his attention back to the pile of paper on his desk. I likely was not the only lieutenant making such a suggestion.

Within a day or two, Larry and his staff came up with another, far better plan than I had suggested. CGAS Sacramento would send the C-130 1502, and *two* crews to Florida.

With two complete crews, one crew could be spending the day airborne, hauling passengers, equipment, & supplies to locations all around the operational area, and/or patrolling for stricken, endangered, or lost vessels making the crossing; while the other crew helped "put the airplane to bed," at night, launched the plane in the morning, and otherwise rested, in prep for their next day of flying. Two crews also provided self-backup. We were covered, and had flexibility, if someone on either crew became sick or injured. Furthermore, we had twice the number of mechanics and techs, if the plane itself had a mechanical malfunction.

The two crews consisted of: Bill Gottschalk, AC and Dan Lloyd, CP, and the rest of their crew; plus, Jim Quarles, AC, and his crew: Kevin McCabe, FE (and engine and prop mechanic), - "Blue" Smith, NAV/RADAR operator (and aviation electronics tech), - Chris Templeton, avionicsman (radio and teletype operator, and aviation electronics tech), - Bob Swift, loadmaster, dropmaster, and scanner (search spotter, and rescue and survival equipment tech), - Dave West, scanner, and- me, CP.

On May 19th, our two crews & the 1502 were transferred to the ops control of the 7th Dist. Bill's crew flew us all from Calif to NAS Key West, after first stopping off at CGAS Miami, to pick up some coasties, supplies, & equipment.

Once we left off the pax & cargo where Mont Smith & Tom Burnaw had been setting up the temporary CG AVDET Key West, Jim and I, with our crew, flew the 1502 and Bill's crew up to our assigned base, CGAS Clearwater.

After we got established at Clearwater, and with their help, dealt with a leaky prop, we started our day operations of logistics errands throughout the region, mixed with barrier patrols. Alternating, day-by-day with the Gottschalk crew, and then the Quarles crew.

It seemed like the Sacramento 1502 was often scheduled to search as an afterthought. Some of us concluded that to keep the "California boys" busy, they were sending us far west of Key West to find errant Cubans. Seemingly, way too far west to "reasonably expect" to find the refugees.

The planners assumed that our search targets would be moving in a northerly direction ... from Cuba to Florida, and they might slide too far west, and miss Florida, all together.

Our "barrier patrol" search areas were plotted as narrow rectangles, stretching 50 nm, east and west; and 10 nm north and south. The intent was for us to patrol, east and west, back and forth, at around 180 kts, at 1,000 ft above the water, within that rectangle. We were to visually search from directly below us, out to 5 nm, on each side of the 1502. This would optimize our probability of detecting a 20 ft or larger boat.

These 50 nm "legs" were perpendicular to the expected northerly tracks of the boats carrying Cuban refugees. Because we were going so much faster than the anticipated boats, we likely would have "visually acquired" any boat entering or passing through our rectangle, as we were going east or west. Furthermore, if a vsl was "reflective," Blue Smith & Chris Templeton were also looking for them on their RADAR.

We, the Quarles crew, didn't see any vsls during our 1st four days of searches. During our 5th, and last patrol, we about were make a right turn, when Bob, back in the cabin at a search window, spoke up and said, "Hey! On the left! I see somethin' at about 10 o'clock, well-outside the search area..."



HC-130H port search window.

Instantly, my inner-Catholic school boy, impulsively said to myself, "Well-outside the search area? We're supposed to only scan out to 5 nm, to optimize our probability of ..."

Just as instantly, my inner SAR professional said, "Shut up! Bob sees something! Yes."

Sometimes, Bob is a wiseass. But we're all wiseasses on this bus! And Bob's been doing this SAR stuff as long as I have. AND his vision just might be better than mine! Listen to Bob!"

Bob, fortunately not hearing my inner conversation, continued: "... I think it

could be a boat, with a torn sail, flappin' in the breeze."

None of the five of us in the cockpit could see it. Bob said calmly, "OK, If ya just start a turn to the left, I'll tell you to stop when we're pointed at it!" Several seconds later, Bob said, "OK. Roll wings level! Do you see the white thing about 12, 14 miles ahead?" There were no whitecaps. Nothing white! Then, I saw it. All five of us in cockpit finally saw it. To me, it looked like there was one swab from a Q-Tip, a dozen miles away.

Jim announced, "We're descending to 500 ft." In the next minutes, the ocean rapidly passed below us, the wooden sailboat came clearer in our view. Bob had truly spotted what appeared to be a 40' boat, with scores of people on the deck. Elbow-to-elbow. Shoulder-to-shoulder. And they were glad to see us! The vsl was hopelessly drifting, with torn, unusable sails. They didn't respond to us on Channel 16.

They had missed Florida. The search planners guessed right! Somebody might just be out there, where it was "way too far west to reasonably expect" anybody!

They had not been reported as missing. "Who knows how long they have been stranded?" We called for a helo to come out, and provide them with food and water, and for a vsl to tow them in.

One of our crew wrote a message in Spanish to tell the refugees that further help was on the way. Bob opened the ramp and door, just below and forward of the tail. We backed-up Jim, as he descended low enough to just clear the boat's mast.

As we closed the last few yards of distance, Jim said, "Drop, drop, drop," and Bob tossed the hollow orange balsa block, containing our msg, from our lowered aft ramp, to the hopeful crowd. Jim climbed back to 500 ft, as Bob & Dave closed up the ramp and door.

We circled over the disabled craft, so we could keep them in sight. And so they could keep us in sight! As the sun was drifting farther and farther to the west, a helo crew from CGAS New Orleans in the HH-3F 1430, checked-in with us on the radio. They set up an approach, to hover into the wind, preparing for some hoisting, as the sun was setting.

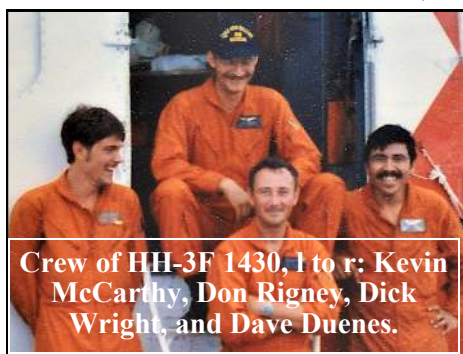
Jim and I had both flown CG helos. Along with our diversely experienced crew, we recognized the helo crew's need for a visual horizon, so we gave them one! We flew upwind, as Bob & Dave loaded the drop tubes. Once ready, we dropped a line of smoke floats perpendicular to the windline, about 300 yards ahead of the helo, to give the 1430

crew a visual horizon ahead, as they lowered food and water to the darkening boat.

Once, the supplies were delivered, the cockpit of the 1430 came up on the radio, again, "Hey 1502, we don't know who you guys are, but somebody up there is obviously a helo guy! I'm Dick Wright, I'm flying with Don Rigney, our AC. It was a tough hover without any lighting, and Don and I were sweating pretty hard.... almost airsick. The smoke float horizon was welcome!" I gladly informed Dick, "Both of us pilots are helo guys, too! Our AC is Jim Quarles, and I am one of your former Pensacola flt school students, Hugh O'Doherty!"

The rest of 1430's crew were:

- Dave Duenes, flight mechanic, (hoist operator, engine mechanic)
- Kevin McCarthy, avionicsman, (radio operator, hoist assistant, aviation electrician)



Dick's crew in the 1430 and we, in the 1502, stayed on scene. The Cape Strait, a 95-footer from Rockaway Beach, NY, arrived. Once they had the stricken vsl safely in tow, the Cape Strait called and gave us four surprises: There are 98 people on board: 95 men, 2 women, & 1 child.

- The boat is 30 ft long. Not 40 ft.

- The boat was not only "dead-in-the-water," it was taking on water ... Slowly sinking. The occupants were bailing the water with pots and their shoes.

Final surprise: the starving, dehydrated survivors were not from Cuba. They were from Haiti. The name of the boat was the



"Enfant Dieu." They had missed Florida altogether, slipped through the Straits of Florida, in between Cuba and the Keys, undetected by all of those search assets. At some point their sail failed, and they began drifting, out of control, in the Gulf of Mexico, while taking on water.

And then, Bob saw them. Thank you, Bob!

Thanks to all of you!

Thanks to Dick Wright for his input and photos regarding his helo crew's experience in the rescue of the Enfant Dieu.



Bob (l) and Hugh reunited, decades later, at a gathering of airdales in Elizabeth City, NC. (Photo by Beth Flythe)

On Jun 1, 2020, Richard Wright wrote: Certainly brings back memories. Just a few added recollections..... before you dropped the smokes, Don and I had been hovering non-reference over the boat for nearly two hours waiting for the USS Ponce to arrive on scene. (The 95-footer came sometime later, but it was after the Ponce had finally arrived) When we first arrived over the boat, our hover was referred to as "the immaculate hover".... rock solid and pin point! Once it became dark-dark night, Don and I traded off hovering. I was right-seat and he was left-seat, although he was still the AC (we were both JG's, but he had me by a few months; he was ex-Army and I was former Marine) After about 2 1/2 hours of hovering, with essentially no references other than the bobbing boat, we were getting pretty tired and sweating profusely. The hand-offs between Don and me were getting more frequent.... about every five minutes rather than 20-30 minutes as earlier. I remember radioing up to you to see if you could get the Ponce to pedal a little faster.... that we didn't know how much longer we could hold our hover. That's when you asked if it would help to drop some smokes, to which I responded, "Oh, Yes, please!" Once you dropped the line of smokes, we resumed our immaculate, rock-solid hover. The Ponce finally radioed that they had the boat in sight, and we departed scene for Key West.



Golden Flashes-Two Days in the Life of an American Hero By Ptero Jim Loomis, Aviator 1179

PART ONE

HOMECOMING OCTOBER 30, 1954

Autumn begins in Martins Ferry, Ohio by James Wright

*In the Shreve High School football stadium,
I think of men nursing long beers in
Tiltnoville.
And gray faces of steelworkers in the blast
furnace of Benwood,
And the ruptured night watchman of
Wheeling Steel,
Dreaming of heroes.
All the proud fathers are ashamed to go
home,
Their women clucked like starved pullets,
Dying for love.
Therefore, their sons grew suicidally
beautiful
at the beginning of October,
And gallop terribly against each other's
bodies.*



Jack Rittichier's formative years were in Coventry, Ohio, an Akron bedroom community where lived many tire industry workers including both of his parents. He was a star athlete at Coventry High School, in track where he claimed two team all-time records, and in football where he made the All-City (of Akron) team. He was well liked and played well with others. Coventry was located in the Portage Lakes District, so named for its trail of disconnected lakes stretching northward to Lake Erie where indigenous native Americans would canoe (much of it requiring "portage") to Cleveland to trade. He was a good student and was accepted at Princeton where he had to decline because Ivy League Schools did not offer athletic scholarships, accepting instead a football scholarship to the University of

Kentucky, coached by Paul "Bear" Bryant who would go on to fame at the University of Alabama. The players in the Southeastern Conference (SEC) were of a caliber Jack had never seen before. He saw no future in the SEC so he returned home to attend Kent State University (KSU) on a full athletic scholarship. Jack did well there, academically, athletically and socially. His best year athletically was 1954, his junior year when his team, the "Golden Flashes," was enjoying one of its best seasons ever.

October 30, 1954 was homecoming day for KSU and there was something for everyone, be it catching up with former classmates, roommates, teammates, and professors; a judging of the best decorated dorms, sorority and frat houses, and the day culminating with an SRO soiree, dancing the night away to the music of the great Jazz band of the day, "Woody Herman and his Herd." Oh, and did I tell you there was a football game to be played? Although Jack Rittichier loved the campus scene and was normally a more than willing participant in the revelry, make no mistake; this day was first and foremost about football! Jack, whose teammates called him "Cornell" because he was "polite enough to be an Ivy Leaguer," knew this wasn't just any game; it was one of the biggest games in the school's history with a post season bowl game at stake which would be a first in KSU history! What also made homecoming special for the team was the opportunity to play before thousands of friends, family and alumni.

This, the leading KSU rushing team of all time, was special. The running game was still in vogue in much of Ohio, or as legendary Ohio State coach Woody Hayes called it, "three yards and a cloud of dust." As a starting running back, Jack was an integral part of this offense, averaging an excellent 8.9 yards per carry, good enough to gain him all MAC second team honors, this in a conference loaded with running backs, several of whom went on to play professional football. Their opponents, forty year arch rival Bowling Green State University (BGSU) who defied the philosophy, as one wag put it, "the forward pass is illegal in the state of Ohio," had a different look to their game plan. In keeping with their nickname, the Falcons had a very good, passing game, a contrast virtually guaranteeing an interesting matchup. All that was left was to play the game; and play it they did!

The game was a real nailbiter as the lead seesawed throughout most of the game, with Jack scoring one of the team's two first half touchdowns. The Flashes went into the halftime locker room holding a 14-0 advantage, but BGSU fought back using that vaunted aerial attack to close the gap. Things looked grim when the Falcons scored on a touchdown pass to go up by four with only minutes left on the clock. Bill Bradshaw, the BGSU punter, was the leading punter in the country for two consecutive seasons, showed

why when he kicked a booming punt that pinned the Flashes back on their own 10 yardline with the clock winding down. But lightning struck on KSU's first play from scrimmage. Jack took a pitchout, circled right end, then followed two crushing blocks to break into the open and raced the length of the field for a game winning 90-yard touchdown run. This story would have had a perfect ending had the Flashes won their bowl game. Although they acquitted themselves well, but victory was not to be as they fell to the University of Delaware's strong passing game led by gifted quarterback, Don Miller. If that name sounds familiar to some of you CGA alumni, Miller would go on to become the winningest coach in New England college history as the head coach for Trinity University in Hartford, later the long time quarterback coach at the Coast Guard Academy. Here's another interesting tidbit- Miller threw only two interceptions in 1954, one of them was by (guess who?)

JACK COLUMBUS RITTICHER

PART TWO JUNE 9, 1968

SCRAMBLE THE JOLLYS!

Jack graduated from KSU in 1956 with an Air Force ROTC commission and his new bride, Carol, also a former Kent State student. So, it was off to flight training and ultimate qualification in the B-47, the Strategic Air Command's (SAC) long range six jet engine bomber. This was during the height of the "cold war" with its ever present threat of nuclear war with the Soviet Union. It would be an understatement to say that he didn't enjoy his six years of flying nuclear weapons for SAC. The thought of having to drop his was anathema to him, but he told his brother on more than one occasion that if ordered to do so he would comply but he was not sure he would be able to live with himself had he done so. Fortunately, neither he nor the countless number of fellow pilots ever received those orders. But the B-47 was a "widowmaker" in its own right with one of the worst safety records of any military aircraft ever flown, with 203 crashes taking more than 450 pilots and bombardiers to early graves, this in peacetime.

After Jack left the Air Force in 1962, he tried his hand at civilian flying, first flying a cropduster that ended abruptly when he lost a battle with some powerlines, escaping unharmed but totalling his aircraft. Next, his father-in-law helped him purchase a small helicopter which proved to be a bad investment. Giving rides at county fairs was not what he had anticipated. While considering job options, he heard about the USCG Direct Commis-

sion program. The thought of saving lives appealed to him. He wanted to fly helicopters but his interview board had other thoughts; his 5,000 hour "heavy iron" time making him a prime candidate for the burgeoning C-130 fleet, but Jack was adamant and convincing. And so he was selected for helicopters, probably the lowest time helo pilot ever accepted in the DC Aviator program. Being a neophyte helicopter pilot, he was first sent to Pensacola to complete basic helicopter training; then it was off to Elizabeth City for his first USCG duty assignment. By all accounts, Jack loved the Coast Guard and it's life-saving mission. He quickly accumulated a lot of flying time, much of it during a temporary assignment to CGAS New Orleans for flood relief in the wake of hurricane Betsy. His next tour was AIRSTA Detroit, an assignment he enjoyed, it being close to his hometown. He was awarded his first Air Medal there for a night flight through heavy snow to assist a sinking tanker in Lake Huron.

In 1967, Jack got wind of a pilot exchange program with USAF in which USCG aviators would fly HH-3E combat rescue helicopters in Vietnam and returning USAF pilots would be assigned to CG Air Stations. He requested this assignment and he, LCDR Lonnie Mixon, and LT Lance Eagan were the first three selected. A year of intensive training followed, including CH-3 qualification, HH-3E "Jolly Green" combat crew training, and combat and jungle survival schools. Then it was off to the 37th ARRS in Danang, Vietnam where in short order they were designated Rescue Crew Commanders (RCC) and put to work; their primary mission the recovery of shot down U. S. airmen anywhere in the southeast Asia theater. LT Rittichier had an immediate impact, participating in several demanding rescues, earning three Distinguished Flying Crosses in barely over a month of flying.

June 9, 1968 was hot in Vietnam in more ways than one. Following North Vietnam's (NVA) bloody spring Tet offensive, the ground and air fighting was intense. This day marked a signal event in CG aviation history. The crews of Jolly Green 23 (JG23) with Rittichier the assigned RCC, as "Hi Bird," whose primary responsibility would be to come to the assistance of JG22, the "Lo Bird," or primary rescue aircraft, should it be required. The crews were the designated alert crews for the day. After an O dark hundred wakeup, the ready crews proceeded to carry out the ritual duties of aircraft pre-flights, followed by crew, weather and intel briefings. On a routine day, JG23 would have an easier day, but this was hardly going to be the case on this day.

Meanwhile, at the Chu Lai USMC airbase 55 miles south of Danang, two USMC aviators got similar early wakeups

for a fragged mission in their A-4 jets, Hellborne 215 and 216, to provide close air support for ground forces operating in the a Shau Valley, 45 miles west of Danang, one of the most heavily North Vietnamese Army (NVA) defended pieces of real estate along the Ho Chi Minh Trail, the critical supply line stretching from North Vietnam, through the mountains of Laos, into South Vietnam and Cambodia. The assigned flight leader, who was a Captain with 200 combat missions under his belt, ceded his flight leader position to his wingman, a decision that would prove critical, but within his authority to do. Walter Roy Schmidt, the young 1st/Lt, had recently flown his 100th combat mission, qualifying him to assume the flight leader position.

Their brief flight overhead Danang then westward to a Shau was uneventful. Upon arriving on scene, Hellborne 215 prepared for his bombing run as Hellborne 216 orbited at altitude. 215 commenced his bombing run, but upon reaching his target his bombs had failed to release. The pilot had two options, to try another bombing run or RTB to Chu Lai, no questions asked. He opted for the former. This time his bombs released but he received extremely intense groundfire and was forced to eject at low altitude and fast speed directly above his target, a recipe for disaster. He hadn't been able to exit the immediate area, nor climb to a safer altitude to for his ejection. He suffered severe injuries, including a badly broken leg and arm. His rescue would obviously require the assistance of the Jolly 23 PJ, further complicating the rescue. The HC-130P King, the airborne command post, and helicopter re-fueler was alerted and the command to SCRAMBLE THE JOLLYS!...as passed to the Joint Rescue Coordination Center in Saigon which was quickly passed on to the operations desk at the 37th ARRS, and so they were. A PJ was on the ramp helping Jack put on his parachute and survival vest. He said that Jack had a big grin on his face, going off to do what he loved to do best.

JG22 made several rescue attempts, being driven off by withering groundfire. After additional strikes were put in by Air Force fighters and USMC helicopters, it was decided to make another attempt, but JG22, having removed his drop tanks for his previous attempt, no longer had sufficient fuel to make another attempt. The survivor was either unconscious or dead but the NVA made no move to capture him, setting into play a helicopter trap. LT Rittichier agreed to make an attempt, but was driven off by intense groundfire. He retreated to a safe area while fighter jets pounded the area. Rittichier agreed to make another attempt, led in by USMC gunships. This time he was calling out incoming fire coming in from all quadrants. He arrived into a hover over the survivor. His PJ had attached himself to the rescue hoist and was out the door just as a Forward Air Controller (FAC) yelled to Jack that his aircraft was on fire and attempted to

direct him to a nearby clearing. Jack announced that he was headed for the clearing. The rotor on his crippled helicopter slowed to a near stop and JG23 crashed in a ball of flame killing him instantly.

In 2002, a combined team from the Joint Task Force-Full Accounting and the U.S. Army's Central Identification Laboratory, Hawaii located the crash scene of Jolly Green 23. At the site, remains were recovered and tests identified crew members Rittichier, Yeend, Holden and Locker in February 2003. No found records indicate Roy's Schmidt's remains were ever recovered. Jack Columbus Rittichier, Aviator 997, was one of seven Coast Guard service members to die in Southeast Asia. He was buried with full honors at Arlington National Cemetery on October 6, 2003.

LT JACK COLUMBUS RITTICHER,
USCG, RCC
CAPT RICHARD C. YEEND, JR.,
USAF, COPILOT
SSGT ELMER L HOLDEN, USAF,
FLIGHT ENGINEER
SGT JAMES D. LOCKER, USAF,
PARARESCUEMAN



1ST/Lt WALTER ROY SCHMIDT, Jr.,
22, USMC WAS NEVER HEARD
FROM OR SEEN AGAIN.

*[MARCAD Roy Schmidt was a classmate
of mine in Pre-flight, Class 39-65...Ed]*

CG Air Detachment Pt. Mugu Visit Sitrep

When it was 100 degrees F in Thousand Oaks, CA on 7 May, I drove to the only open beach between Tijuana & Portland, OR. 77 degrees F there @ Pt Mugu. Drove by USCG FOB & briefly spoke with an AMT who was departing the facility for the day. He seemed surprised that I was aware of the latest mods/re-manufacture of the "65" into a 50-year helo with a 30 thousand hour airframe permitted. I told him that I'd read it in the latest "Pterogram." He had no idea that there is an organization called Pterodactyls or that there is a thrice yearly Pterogram magazine.

I guess it means that I need to finally volunteer to be Ptero Liaison to the Pt. Mugu FOB!

Ptero Pete Heins, Aviator 1504





LT Audra Forteza, Aviator 4651, LTJG Rachel Seaman, Aviator 4854, & PO2 Shawna Moeschler after Sector Humboldt Bay's first all-female helicopter crew flight on 5 March. (D11 PA Photo & Story.)

Mail Call! This issue's mail is brought to you by the first all-female Coast Guard Sector Humboldt Bay helicopter crew in celebration of March 2020 Women's History Month. According to Women In Aviation International, "while the amount of women in the U.S. Aviation Field is still small with women only representing about seven percent of the total pilot population, the number of women involved is steadily increasing and women are represented in nearly every aviation occupation today."

Sector Humboldt Bay was able to achieve an aircrew consisting solely of women due to an increase of female Coast Guardsmen at the unit. "The Coast Guard is striving to increase the number of women in the organization overall, not only in aviation," said Lt. Audra Forteza, a Sector Humboldt Bay aircraft commander. "It's wonderful that our small unit has enough females that we can show young women in the community that they do have these kind of opportunities and hopefully we can inspire them to pursue their career dreams and grow up to be whatever they want to be."

Sector Humboldt Bay's area of responsibility consists of 250 miles of rugged coastline from the Mendocino-Sonoma County line north to the California-Oregon border.

1st CG Air Station.



On 24 March, a pair of proud Coasties paid a small tribute to the establishment of the first Coast Guard Air Station at Camp Glenn a century ago. MK3 Zachary Nutter and GM3 Hunter Stanfield of Sector Fort Macon dispatched to the site

where flight operations began at Air Station Morehead City on March 24, 1920. While a flyover and other commemorative plans were overcome by Coronavirus priorities, the duo snapped a quick photo to share the moment. Where we go begins with where we came from!

The Deputy Commandant for Operations, Ptero VADM Dan Abel, Aviator 2445A, thanked those involved, "...for ensuring that during this high level of world-wide turmoil we tend to the manners of our profession. We should never take for granted the legacy of professionalism and service before self that exists in our Coast Guard today from the fine examples set by our predecessors." Ptero Prez Mike Emerson, Aviator 2799

Another CG Connection at Udvar-Hazy Air & Space Museum



As Yogi once said, 'it's like déjà vu all over again.' Sitrep 1-20 alerted us to a unique coincidence at the Udvar-Hazy Museum. CDR Tom Schaefer, Aviator 893, reported that his USMC brother-in-law's CH -46 Boeing Vertol Sea Knight helicopter was located near our own Sikorsky HH-52 Seaguard helicopter.

We now have another opportunity to search for a special aircraft with a Coast Guard affiliation on our next visit.

LCDR Roger "Ramjet" Bowers Aviator 1898, sent a picture of an Army Cessna O-1 Bird Dog which he flew, and safely crash landed, during the Vietnam conflict in September, 1971. She is named "Mobile Miss" and is hanging with pride in the Udvar-Hazy complex. Roger was one of the early HU-25 Falcon pilots and was recognized for his flying skills -especially when delivering "unique" packages from the drop-hatch. He also claims that his crew made the FIRST rescue/save with a Falcon when they located a "man overboard" from a barge near Mobile. Next time you see Roger ask him about his 51 years and 15,000 hours of flying the friendly and sometimes unfriendly skies.

Are there more CG pilots with over 10,000 total flight hours? Send you name-CGAVNO-and total flight hours to the EDITOR and he will publish the list in the next PTEROGRAM.

Ptero Prez George Krietemeyer, Aviator 913

The Very First CGAA Local Coordinator?

Harkening back to an oldie but goodie story of P-51 'Mustang' pilot USAF Reserve BGEN and actor Jimmy Stewart, I'm reminded of some conversations with CG aviator #14, Clarence Edge. I met old Edge when I was the last C.O. of CGAS St. Pete and first C.O. CGAS Clearwater, '76-'79. I only had a summer ('76) at the old Albert Whitted St. Pete downtown station before relocating to what was then St Petersburg-Clearwater airport. Anyway, old Edge had much earlier settled at St. Pete for years as a retired LCDR.

I don't recall how or who connected us, but he would drive his old Hudson out to the 'new' air station and sit in the wardroom with a bunch of us and talk about the old times. One of the tidbits I recall was he said originally having been designated CG aviator Nr. 13; he wrote to the Commandant and requested Nr. 14 because of his superstition about 13. He was when we met him and is still listed on the CGAA website as Nr. 14. Ptero Ray Copin, Aviator 744.

[What a great example for our current, and future, CGAA Air Station Local Coordinators!...Ed.]

Air Station Atlantic City Receives 2019 Dept. of Homeland Security Secretary's Award

On 11 October 2019, the Department of Homeland Security announced that Air Station Atlantic City was one of the recipients of the 2019 Secretary's Unit Award for defending critical national security airspace, and for operational excellence in search and rescue missions, national capital region defense, and the Hurricane Florence response.

The award recognizes any unit within the Department with outstanding team achievements in operational areas such as law enforcement, aviation, cybersecurity, border patrol, and hiring, acquisition and information technology. The work will have resulted in measurable improvements in employee morale and engagement within and among members

All-female C-130 Flight Crew

Coast Guard Air Station Barbers Point recently had an all-female aircrew participate in Operation Kohola Guardian, a co-operative effort between state and federal agencies to reduce risk to mariners and to whales in Hawaiian waters.

"I can say with confidence none of us want to be noticed for being women; any person who meets the standards can be an aircrew member. What we want is for the girls who think they can't do it, to know that they can. A huge thank you to the trailblazers who came before us that made this possible." —LT Nicole Touro, Aviator 4545, pilot.



of the unit, superior performance, significant operational improvements, or notable innovation in support of DHS missions.

CO Ptero Eric S. Gleason, Aviator 3316, Ptero CDR Charles E. Webb, Aviator 3422F, CDR John T. Egan, Aviator 3622, CDR Benjamin J. Norris, Aviator 3770, Ptero CDR Zachary S. Mathews, Aviator 3695, LCDR Joseph S. Heal, Aviator 3979A, Ptero CDR Daryl C. Clary, Aviator 3673, LCDR Brendan M. Evans, Aviator 3753, LCDR Edward L. Dipierro, Aviator 4185, LCDR Lane P. Cutler, LCDR Andrew J. Nebl, LCDR Matthew M. Swanner, LCDR Alexander B. Currie, Aviator 4420, LCDR Shawn M. Chauvot, Aviator 4392, & LCDR Stephen D. Bondira, Aviator 4479.

The prestigious award was presented during the 2019 DHS Secretary's Award Ceremony on 06 November 2019 at Constitution Hall, 1776 D Street NW, Washington, DC.



Congratulations!



Another All-female C-130 Flight Crew Submitted by Ptero John Whiddon, Aviator 1731, A/S Kodiak Local Coordinator

On 26 May, A Kodiak-based aircrew became the first all-female CG crew to fly an HC-130J, while conducting training dropping life-saving equipment to a boat on the water. The training "was a great example of how we learn to just go with the flow around here," said LT Michelle Moravek, the Aircraft Commander. She also noted that flying in Alaska is "the best flying you will do in your career." A/S Kodiak has 20 women out of 359 aviation personnel. Four of the 60 pilots are females. "I think it's awesome for people to see someone

that's like them doing whatever their goal is. So they can see themselves doing whatever it is they set out to do," Basic Aircrew Trainee Joanna Adams said. She also said she hopes the flight shows other women who want to become aviators that "the door is open to them."

Loadmaster PO1 Amanda Stevens said that COs have shown more support for dealing with domestic issues. Kodiak's small percentage of women aviators reflects a similar trend in the Coast Guard nationwide, with women representing 15% of total active-duty service members. Of the total officer corps, women represent about 23%. Co-pilot LT Janelle Setta learned to fly before learning to drive and her passion for flying led her to join the military. "Today's flight was a humbling opportunity and it reminded me that what I do for a living is special and unique. I hope that younger generations can see this as a chance to pursue their extraordinary dreams as well."

The Dropmaster was PO3 Rexxie Clark. The crew also included Mission Systems Operators Rhonda Burnside, Lauren Clifford and Marcia Hays, and Basic Aircrew Trainee Kelly Kavanaugh.



Air Station Atlantic City/National Capital Region (NCR) Air Defense Facility

By Ptero LT Tessa Clayton, Aviator 4431



USCG Air Station Atlantic City is as diverse as the area that it safeguards and as unique as the 263 people that work there. Experiences vary beginning with where a member decides to call home for their three to four year tour in South Jersey. The life of someone living in the historic, small-town charm of Cape May County is very different from those residing closer to the hustle and bustle of New York City. Some live near Philly in close proximity to the world's most hated sports fans, near Delaware to reap the benefits of no sales tax, or closer to Washington, D.C. for endless opportunities to cruise the nation's monuments by bike in the dead of night. And many choose to live close to the beach for the true Jersey Shore experience. Regardless of where a member chooses to reside, attractions are just a car or train ride away: the Pocono Mountains to the west, beaches to the east, large cities in nearly every direction, and fresh tomatoes and blueberries locally grown in the Garden State.

Operationally, the unit is equally as diverse, supporting Rotary Wing Air Intercept (RWAI), Search and Rescue (SAR), Ports, Waterways, and Coastal



An MH65D flies near the National Mall in Washington D.C. Photo by LT Jared Hylander, A/S Atlantic City Asst. EO.

Security (PWCS), Enforcement of Laws and Treaties (ELT), federal agency assists, maritime mobility sustainment, and marine environment/ resource stewardship. Crews may find themselves ferrying an aircraft to West Palm Beach, FL, to support a Presidential Temporary Flight Restriction (TFR), conducting formation flight training just 200 feet above the nation's monuments in Washington D.C., executing a nighttime MEDEVAC of an injured crewmember 75NM offshore, hoisting to a CG small boat for training in Long Island Sound, orbiting the Statue of Liberty on a PWCS patrol, or flying a routine training flight at the ACY International Airport, where the unit is based.

CAPT Sean O'Brien (Aviator #3501) is the current AirSta Atlantic City CO. He was formerly stationed here as a duty standing pilot and has also served as the Asst. Ops Officer, the Op Officer, the XO, and has been the CO since July 2019. Responsible for the safety and well-being of every member of this unit, he has an uncanny ability to make every member of this unit feel empowered and valued. This is no easy task considering that many members of the unit spend more than half of the year deployed across the nation with up to 59 people on duty every day supporting two B-0 SAR duty crews in Atlantic City, two alert crews at the National Capital Region Air Defense Facility (NCRADF) in Washington D.C., and one alert crew during National Special Security Events (NSSE).

Air Station Atlantic City is an extremely busy unit with people and processes that function like a well-oiled machine. During the current COVID-19 pandemic, crews continue to stand watch 24/7 in Atlantic City, at the NCRADF, and throughout the nation supporting Presidential movement and special security events. During the extended government shutdown of 2019, when CG members did not receive a paycheck, operations continued without pause. During the 2018 hurricane season, crews were mobilized to respond to calls for help during Hurricane Florence while continuing to support all other missions. These heroic efforts were recognized through 52 individual awards, including 13 Air Medals and one Distinguished Flying Cross. Since the 2017 Inauguration of President Donald Trump, the Air Station Atlantic City has supported 67 deployable RWAI events across the country, significantly more than in all previous years combined, and responded to 395 active air defense missions during those deployments alone.

These operational achievements would not be possible without the often-unnoticed contributions of the support staff who make up the interworkings of the Air Station. On a yearly basis, the administrative department processes 3,500 travel claims, the sup-

ply department manages \$142M in property, the facilities department maintains five facilities worth \$25M, the medical department supports the readiness of all 263 members, and the engineering department maintains 11 MH65D helicopters, averaging 7,480 flight hours and 166,000 maintenance labor hours per year. For these outstanding operational team achievements, AirSta Atlantic City was awarded the 2019 DHS Secretary's Unit Award.



Members of Air Station Atlantic City receive awards for their heroic actions displayed in response to Hurricane Florence in 2018. Photo by PA1 Seth Johnson, D5 Public Affairs Detachment.

This success is accomplished not only in the glorious moments of an air intercept or first live hoist, but in the daily commitment of every member of this unit, getting the job done one day, and one deployment, at a time. Behind these big moments, one can find the junior officers solving the world's problems over morning coffee while the maintainers steadily turn wrenches on the hangar deck with classic rock playing in the background. The Chief's Mess directs the complex personnel and maintenance schedule, solving problems before they arise. The support staff processes orders, purchases needed items, and makes improvements to the unit behind the scenes. Members assigned to AirSta Atlantic City depart with a range of experiences and accomplishments that will prepare them for future success, and proud of what they've accomplished, individually and as an entire unit.



CGAA Local Coordinator Program

The Local Coordinator is established in order to promote the CGAA in the general region of Coast Guard Aviation Units as well as other selected locations. The purpose is to raise the profile of the Association, interact with former and active duty aviation personnel, recruit new members and have some fun!

The Local Coordinator represents the CGAA to the following:

- The local Command. Sole point of contact for CGAA issues. Assist the Command in any way the CO may desire.
- All CG Aviation personnel in the area. Officer or Enlisted, Active or Retired as well as Air Auxiliary.
- The Local Community. If able, involve CGAA people in community activities and civic as well as other veterans organizations.

We still need LCs in Astoria, Borinquen, Elizabeth City (less ATTC) Humboldt Bay and New Orleans; so step up! Volunteer to be a Local Coordinator in your area. Contact Ptero National Coordinator Mark Benjamin at 231 642 1201 or sbenjmar@aol.com

LOCAL PTERO COORDINATORS

| UNIT | COORDINATOR | E-MAIL | PHONE NUMBERS |
|----------------|---------------------------|--|---------------|
| Astoria | Open | | |
| Atlantic City | Dale Goodreau | dgoodreau1@comcast.net | 609 408 1934 |
| ATTC Eliz City | Butch Flythe | jflythe@mediacommbb.net | 252 267 1709 |
| Barbers Point | Scott Harris | snlvrhawaii@yahoo.com | 808 345 9484 |
| Borinquen | Open | | |
| Cape Cod | Brian Wallace | ccjblwbs@comcast.net | 508 888 7384 |
| Clearwater | Mark D'Andrea | mark.j.dandrea@live.com | 727 288 6679 |
| CG Academy | Chris Lutat | clutat@aol.com | 901 830 0939 |
| Corpus Christi | John Pasch | paschfam@gmail.com | 504 236 6562 |
| Detroit | Bob Shafer | robert.Shafer@cgauxnet.us | 313 706 0840 |
| Elizabeth City | Open | | |
| Houston | Jim McMahon | jim.mcmahon44@yahoo.com | 281 753 5221 |
| Humboldt Bay | Open | | |
| Jacksonville | Kevin Gavin | kpgavin5@gmail.com | 904 808 3507 |
| Memphis | Steve Rausch | rauschfamily@comcast.net | 901 871 4702 |
| Kodiak | John Whiddon | jbwhiddon52@gmail.com | 907 942 4650 |
| Miami | Tex Coffey | jimcoffey270@gmail.com | 757 333 1594 |
| Mobile | Gary Gamble | Gary.e.gamble@gmail.com | 251 268 9203 |
| New Orleans | Open | | |
| North Bend | Lance Benton | lancebenton@me.com | 541 756 6508 |
| Pensacola | George Krietemeyer | georgekriet@gmail.com | 251 648 6481 |
| Point Mugu | Pete Heins | k1fjm@aol.com | 805 796 6693 |
| Port Angeles | Jeffrey Hartman | jhartman63@msn.com | 360 531 3026 |
| Sacramento | Tom Cullen | tmcullenjr@aol.com | 510 517 8314 |
| Salem | Paul Francis | paul.francis@tsa.dhs.gov | 617 721 0639 |
| San Diego | Stuart Hartley | stuart@stusart.com | 619 316 8733 |
| San Francisco | Tom Cullen | tmcullenjr@aol.com | 510 517 8314 |
| Savannah | Todd Lutes | toddlutes@gmail.com | 954 279 9712 |
| Sitka | Dave Moore | swift98b@aol.com | 907 747 5534 |
| Traverse City | Mark Benjamin | sbenjmar@aol.com | 231 642 1201 |
| Washington | Joe Kimball | joekimball65@gmail.com | 703 347 1330 |

LOCAL ACTIVITIES

Due to Covid-19, activities have recently been somewhat curtailed to say the least. As a result, the Editor is using items that, for various reasons, were not previously included.



Clearwater—Local Coordinator Mark D'Andrea (L) 2359, Andy Delgado 3244, & Russ Martin P-3070. This small gathering occurred just prior to the Clearwater Roost. More to follow!



Kodiak—Local Coordinator John Whiddon 1731 with wife Lorie at the most recent Chamber of Commerce Coast Guard Appreciation dinner.



Traverse City—Local Coordinator Mark Benjamin 1665, presents CG Aviator wings to LTJG Alyssia LaMonaca, Aviator 4855, with CGAA engraved on the back.



North Bend—Flight suit formal held in honor of Elmer Stone's birthday

Traverse City - On behalf of the CGAA, Randy Blunck P-5087, presents Basic Aircrew Wings to AMT3 Jonathan Diehl.



CG City Committee Chairman Stan Simmons & AirSta Traverse City CO Chuck Webb 3422F, pressure wash the CG "Guardian" monument in downtown Traverse City. The CG City Committee will hold an event on July 15th to celebrate 10 years as a designated CG City.



Pt. Mugu—Coordinator Pete Heins (L) 1504 with LCDR Chris Artac 3857. First Ptero meeting in the PT Mugu area. Ya gotta start somewhere.



New Ptero Life Member John Baker, RS-193, & his wife, Carrie, join in with about fifty others from various veterans groups to place about 1700 American flags on Veterans graves in the Traverse City area. A small group of Pteros were joined by a large contingent of Air Station Traverse City personnel and their families for this event on Memorial Day weekend. The flags stay in place thru the 4th of July weekend.

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.

Annual Cape Cod Mini Roost. Held at various locations over the last 23 years, normally late August or early September.

For more info contact Cape Cod Coordinator Brian Wallace at ccjbwlbs@comcast.net or 508 888 7384.

CORPUS CHRISTI: Monthly luncheon. First Thursday of each month at 3pm. IHOP on Padre Island Drive. For more information contact Luncheon coordinator John Mills at 361 215 6941 or Corpus Christi Local Coordinator John Pasch at paschfam@gmail.com or 504 236 6562

KODIAK: Annual Kodiak Chamber of Commerce Coast Guard recognition dinner. Held during the month of February each year. For information contact Kodiak Local Coordinator John Whiddon at jbwhiddon52@gmail.com or 907 942 4650

TRAVERSE CITY: Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City, MI. Monthly Ptero dinners. Scheduled each month September thru May. Generally, these take place on a Thursday evening at 6 pm somewhere in the Traverse City area.

For more information contact Traverse City Coordinator Mark Benjamin at sbenjmar@aol.com or 231 642 1201.

The Long Blue Line: 15 years ago—Katrina and the Coast Guard set records

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

Hurricane Katrina began the modern era of North American superstorms as part of the record-setting 2005 Atlantic hurricane season.

The tropical depression that developed into Katrina formed over The Bahamas on Tuesday, August 23rd. By the weekend, evacuations were underway all along the Gulf Coast. Early in the morning on Monday, the 29th, Katrina made landfall between Grand Isle, Louisiana, and Mobile, Alabama. By that time, the hurricane had weakened from a Category 4 to a Category 3 storm on the Saffir-Simpson Hurricane Scale, but it still packed sustained winds of 125 miles per hour. More importantly, Katrina inundated parts of the Gulf Coast with a whopping storm surge of up to 27 feet above sea level, surpassing the previous record by over six feet.



Flooded New Orleans roadways
(CG photo by PO2 Kyle Niemi.)

The U. S. Coast Guard already had in place up-to-date and regularly exercised hurricane plans. For Katrina, it pre-positioned assets for a “surge operation,” a high-intensity response effort launched with its maximum available resources and personnel. The CG pre-staged air assets in Texas, Florida, and North Carolina. Service experts foresaw communications as the weakest link in the initial response, so they pre-planned initial localized response efforts and pre-distributed self-reliant communications equipment, including the latest satellite and cell phones.

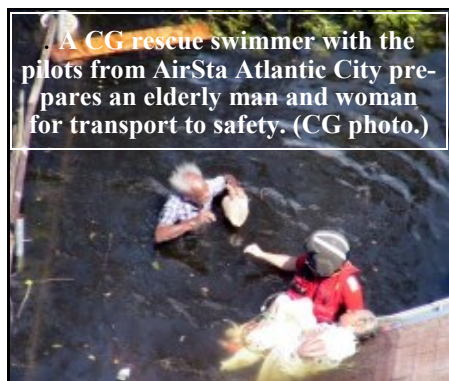
In response to the impending landfall, the CG launched what would become the largest search and rescue mission in the nation’s history. Actual operations began well before the hurricane left the region. The medium response cutter *Spencer* was the first Federal

Spencer delivered relief supplies and, for over a week, provided communication and local coordination for evacuation, search and rescue efforts. Dozens of CG fixed-wing aircraft overflowed the affected areas to assess the damage and vector CG helicopters into the worst hit areas to rescue victims and find survivors.



PO2 Scott Rady, 34, an AirSta Clearwater Rescue Swimmer, pulls a pregnant woman from her flooded New Orleans home. (CG photo by PO2 NyxoLyno Cangemi.)

To support its disaster response effort, the CG drew on resources from every corner of the nation with no significant losses to its own personnel, assets, operations or financial resources. Nearly 30 CG vessels would follow *Spencer* to support response operations. The CG also drew on 100 response aircraft, including C-130 long-range aircraft; HU-25 Falcon jets; HH-60 and HH-65 helicopters; and over a dozen CG Auxiliary aircraft. These aviation assets flew from bases as far away as Alaska to support the response effort. All of these air and sea assets focused on Service missions of search and rescue, marine environmental protection, maritime commerce support and aids-to-navigation support.



A CG rescue swimmer with the pilots from AirSta Atlantic City prepares an elderly man and woman for transport to safety. (CG photo.)

Coast Guard personnel also played a major role in ensuring a prompt and effective response effort. Early in September, Department of Homeland Security secretary Michael Chertoff appointed Vice Admiral Thad Allen as the Principal Federal Official to oversee the Federal response in the hurricane’s aftermath. For the duration of this operation, the Service brought to bear 5,600 Regular, Reserve, civilian and Auxiliary men and women. And, locally-based Service personnel performed duty around the clock despite damage to their Coast Guard bases and stations, and the destruction of their own homes.

vessel to arrive in New Orleans. As soon as the storm passed,

The Service continued response work for well over a year. The storm had caused the release of eight million gallons of environmental contaminants into the Gulf, only three million gallons less than the massive *Exxon Valdez* oil spill in Alaska. The Service responded to over 4,000 pollution cases, including seven major pollution incidents, and helped re-open all of the nearly 60 refineries in the affected area. The CG repaired and replaced 1,400 damaged or missing aids-to-navigation along hundreds of miles of coastline, and coordinated the salvage of over 2,500 wrecked vessels. The Service oversaw the salvage of countless offshore structures that were adrift, damaged or sunk.

Hurricane Katrina impacted 6,400 miles of shoreline and created a 90,000 square mile swath of destruction, an area larger than the size of Great Britain. The storm displaced nearly one million Americans. Katrina also caused more than 1,800 deaths, making it one of the costliest U.S. storms in lives lost. Up to that time, it was by far the worst U.S. disaster, natural or man-made, with property loss of nearly \$125B.

The CG excels at missions required by storm response efforts. Of the 60,000 people stranded by Hurricane Katrina, the Coast Guard aided over half of them. The men and women of the Service performed search and rescue, waterway reconstitution, environmental assessments, facility damage assessments, emergency repairs, and established temporary operational and support facilities throughout the disaster area. The Service used its aviation and boat crews to rescue more than 24,000 people and assisted in the joint-agency evacuation of nearly 9,500 patients and medical personnel from healthcare facilities in the devastated areas.

In May 2006, President George W. Bush awarded the Coast Guard the Presidential Unit Citation, the highest honor bestowed to a military unit. Citing the thousands of Coast Guard men and women who served in the response effort, Bush described the operation as “one of the finest hours in the Coast Guard’s 216-year history.” President Bush went on to say that, “When Americans were at their most desperate, they looked to the skies for help, and they knew their prayers were answered when they saw the rescue choppers from the United States Coast Guard.”

Today, the Service’s response to Hurricane Katrina stands as the first of numerous superstorm response efforts undertaken by the Coast Guard over the past 15 years. Throughout the Katrina operations, men and women of the United States Coast Guard went in harm’s way to complete their mission as members of the long blue line.

Coast Guard Auxiliary transports vital response supplies in Hawaii

By D14 Public Affairs



Bob Emami & Barry Redmayne, CG Auxiliary Air pilots, delivered response supplies from Maui to Lanai. They transported COVID-19 supplies from the Maui Airport Fire Station to Lanai Airport for use by airport staff.
(USCG photos by Barry Redmayne)

A Coast Guard Auxiliary aircrew delivered response supplies from Maui to Lanai, March 28. "This is another example of federal-state partnerships," said John Manganaro, CG Auxiliary District Staff Officer - Aviation. "Thank you to pilots Bob Emami and Barry Redmayne for handling this essential mission task. We coupled the delivery with one of our regular patrols."

The pilots transported COVID-19 supplies, including temperature, reading thermometers, 60,000 surgical masks, and hand sanitation equipment, at the request of LT Governor (LG) Josh

Green. The masks were donated to the state for distribution by Maui EMA to the Maui Fire Dept. and Police Dept. LG Green arrived at Honolulu Airport to help load both USCG Auxiliary aircraft with boxes of masks.
"We evaluate flights using the current risk



LG Green and Mango -- BFF's (Honolulu)

assessment model with particular attention to the health and well-being of pilot and aircrew," said Manganaro. "We've taken steps to minimize risk, and if for any reason our teams feel there's unacceptable exposure risk to COVID-19, we'll cancel the flight. Our pilots need to maintain their competencies and stay in practice."

Auxiliary Flotilla 140-01-10 has a robust air corps with 25 qualified pilots and 22 trainees. Roughly 16 are very active. On average, the team conducts about 15 flights monthly in support of routine patrols, first light search and rescue, pollution response, and specialty flights like this delivery and

past transports of injured or recovered animals and birds. Monthly, the team averages 15 flights in support of routine patrols, first light search and rescue, pollution response, past transports of injured or recovered animals and birds, and specialty flights like this delivery. Their efforts are a significant force multiplier for the local Coast Guard air station.

Manganaro has been with the program for five years, while Emami has been flying for the Auxiliary for 13 years and Redmayne for ten. Redmayne noted, "Plenty of sunshine at Maui and Lanai despite numerous scattered and broken cloud layers observed over Honolulu" in his post-flight report.

Lanai, known as the Pineapple Isle, lies nine miles off Maui reachable by air, boat, or personal watercraft only. It is part of Maui County and home to just over 3,000 people. The CG frequently provides necessary humanitarian transport for people and goods.



A CG Auxiliary aircrew (L) stands with Brian Kamimoto (R), asst. airport superintendent Maui District, at the Maui Airport Fire Station with response supplies for delivery from Maui to Lanai.

Blasts from the Past— From Pterogram 2-94

Pteros go High Ptech

You can now send us an E-Mail. In an effort to improve communications with the Order, AOP has joined the communications super highway via CompuServe. If you have a computer and CompuServe or any on-line service that allows access to Internet, you can send us an E-mail. We want to hear what's happening out there so we can keep everyone better informed. You can send in address changes, information on 'lost' members or the passing of a member, information of special interest to the aviation community, Ptero chapter news, etc. For those on CompuServe our address is: Pterodactyl, 74543,2565

Other on-line services using Internet our address is:

74543.2565@COMPUSERVE.COM

Note that the comma in our ID number is replaced with a period for Internet transmission. Check with your on-line service for any special address formatting.

H-3 STANDDOWN HONORS

On 6 May, Air Station Clearwater rendered final honors to HH-3F 1486 as it passed into retirement as the last of its breed, thus marking the end of the amphibious era of Coast Guard helicopter history. To tie up an historical package of significant or unusual achievements to send off with this noble flying workhorse, a prior request for relevant information had been broadcast to determine such salient mileposts as: first qualified CG pilot, most flight hours logged, longest sorties in hours and distance, farthest north or south ops, most hoists, most hoisted in one sortie, and any other such claims to fame or trivia. As we go to press, we have learned that CAPT Hank Harris has applied for earliest pilot qual (1.6.69), CDR Bill Kessenich boasts the highest flight time (5400 hrs.) and LTJG Jeffrey McCullars lays claim to being the last H-3 Aircraft Commander. It is hoped that the ultimate official results of this research, as well as an account of the Clearwater retirement ceremony, will be available for Pterogramming in the next issue. The Coast Guard has approved the placement of an HH-3F in the National Museum of Naval Aviation at Pensacola.

So Long Friend!!



Ptero John Schoen, Aviator 1920, with his recently restored 1965 GTO. This was a five year labor of love for John. It is beautiful! Can anyone out there beat this?



Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a **dues-free** initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2020 "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> |
|-----------------------------|-------------------|------------------------------|---------------------|
| AET3 Daniel Arzola | Atlantic City | AET3 Kieran E. Casey | Elizabeth City |
| AET3 Connor N. Denmark | Miami | AET3 Sterling D. Ducker | Kodiak |
| AET3 Reimundo Garcia | Kodiak | AET3 Nathaniel T. Gardikis | Sacramento |
| AET3 Zachary W. Lacasse | Elizabeth City | AET3 Matthew B. Miller | Barbers Point |
| AET3 Nathanael J. Olsen | Clearwater | AET3 Austen H. Parks | North Bend |
| AET3 Hunter L. Sanderson | Kodiak | AET3 Victor M. Seda Morales | Corpus Christi |
| AET3 Bradley R. Skay | Barbers Point | AET3 Dakots L. Skeens | HITRON |
| AET3 Andrew J. Stock | Kodiak | AET3 Nathan J. Suesens | Elizabeth City |
| *AET3 Andrew F. Meisner | Cape Cod | AET3 Colton J. Ashkettle | Port Angeles |
| AET3 Mychal B. Beacham | San Francisco | AET3 Charlie E. Cabe | Kodiak |
| AET3 Cole A. Cube | HITRON | AET3 Bryce A. Dudley | Corpus Christi |
| AET3 Dennis A. Harnage | Clearwater | AET3 David Q. Henne | Atlantic City |
| AET3 Richard O. Hope | Sacramento | AET3 Quinel D. Huggins | Miami |
| AET3 Isaac W. Jackson | Barbers Point | AET3 Cody J. Jones | Mobile |
| AET3 Jacob H. McIntosh | Miami | AET3 Ryan J. Merrigan | Clearwater |
| AET3 Jacob L. Mounce | HITRON | AET3 Richard A. O'Lear | Mobile |
| AET3 Peter H. Park | Sacramento | AET3 Nicholas M. Schneider | Elizabeth City |
| *AET3 Matthew T. Blackburn | Savannah | AMT3 Austin T. Dyal | HITRON |
| AMT3 Jonathan M. Figueroa | Port Angeles | AMT3 Loren T. Greenlund | Mobile |
| AMT3 Blake E. Helton | Atlantic City | AMT3 John R. Hess | HITRON |
| AMT3 Shavoy S. Irving | OCS | AMT3 Andrew M. McBride | C27J APO Eliz. City |
| AMT3 Melissa K. Miller | San Francisco | AMT3 Tyler C. Murray | New Orleans |
| AMT3 Chad D. Peacock | Clearwater | AMT3 Allen C. Rosario | Cape Cod |
| AMT3 Matthew J. Shier | Mobile | AMT3 Elizabeth Tellez | HITRON |
| AMT3 Brendan C. Thompson | Kodiak | AMT3 Mason S. Troiano | Mobile |
| AMT3 Michael S. VanBoxtel | Mobile | AMT3 John R. Walker | Barbers Point |
| *AMT3 Christopher J. Daniel | Sitka | AMT3 Kevin A. Acevedo | Atlantic City |
| AMT3 Robert C. Blonder | San Francisco | AMT3 Andrew H. Kendall | Mobile |
| AMT3 Joseph L. Lopez | HITRON | AMT3 Nicholas E. Mantilla | Mobile |
| AMT3 Owen J. Maurer | Humboldt Bay | AMT3 Caleb J. McCoy | Cape Cod |
| AMT3 Edward K. Midgett | HITRON | AMT3 Michael S. Murphy | Atlantic City |
| AMT3 Michael A. Negrete | Miami | AMT3 Jordan A. Ruiz | Miami |
| AMT3 Ryan A. Schnitzer | Mobile | AMT3 Kristin M. Talbott | Kodiak |
| AMT3 James T. Taufa'asau | Mobile | AMT3 Chasen H. Wirth | HITRON |
| *AMT3 Brandi R. Flinn | Sitka | AMT3 Gerardo Hernandez-Zayas | Clearwater |
| AMT3 Lonnie Taber | Barbers Point | AET3 Devon S. Breen | Mobile |
| AET3 David K. Bus | Miami | AET3 Nicholas J. Cote | Port Angeles |
| AET3 Chase D. Efird | Kodiak | AET3 Parker C. Fitzpatrick | Miami |
| AET3 Kyle T. Gamble | Barbers Point | AET3 James S. Hester | Kodiak |
| AET3 Evan R. Howe | Barbers Point | AET3 Nicholas J. Lennon | Corpus Christi |
| AET3 Alex W. O'Brien | Miami | AET3 Aaron Phare | Sacramento |
| AET3 David W. Robinson | Borinquen | AET3 Russell B. Smith | Clearwater |
| AET3 Riley D. Smith | Kodiak | AET3 Taylor Z. Thomas | Atlantic City |
| AET3 Dakota J. Thompson | Elizabeth City | AET3 Nathan A. Tripp | Atlantic City |
| *AET3 Matthew C. Midgette | Mobile | AST3 Michael F. Antoon | New Orleans |
| AST3 Michael A. Novotny | Clearwater | AST3 Samuel M. Rea | New Orleans |
| *AST3 Luke G. Schuler | Savannah | | |



Newly Designated Aviators

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

CG 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 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 is busy filling orders for the new products introduced this spring.

The CGAA Logo has been improved and is a big hit! See if you like it. The new light weight wind-breaker jackets and polo shirts with either the improved CGAA Logo or your favorite aircraft embroidered on it are available. We also have the new CGAA necktie that can really add that special flavor to your dressy occasion.

The color and style should go with nearly any suit or sport jacket.

Remember, the Port Angeles Roost has been postponed until 2021.

Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at

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

You can even pay by check if you don't like using credit cards on the internet.

Ptero Jay Crouthers, Aviator 1360/722, Store Manager.



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

Jul 2020 Please make copies of this form and pass it on.

Total Enclosed: \$

CG Aviator Nr.
 4916 Matthew T. Riley
 4918 Andrew J. Boyle
 4920 Stephanie C. Regis
 4922 Abigail R. Isaacs
 4924 Christopher D. Hesse
 4926 David M. Sullivan
 4928 Robert Turns
 4930 Tyler Henning
 4932 Adam Haworth
 4934 Quinn Hatchcock
 4936 Jonathan Ray
 4938 Brandon G. Skelly
 4940 Jake E. Emmons
 4942 Samuel G. Potter
 4944 Robert P. Turley

Assignment
 North Bend
 Cape Cod
 Elizabeth City
 Savannah
 Savannah
 Traverse City
 Miami
 Mobile
 San Francisco
 Clearwater
 Traverse City
 Barbers Point
 Barbers Point
 Cape Cod

CG Aviator Nr.
 4917 Justin W. Baker
 4919 John C. Santos
 4921 Katelyn A. Goodheart
 4923 Keith E. Kraker
 4925 Lester S. Fink
 4927 Andrew S. Ziebell
 4929 Samuel Sbalbi
 4931 Jay Power
 4933 Cory Creswell
 4935 Travis Allen
 4937 James H. Gardner
 4939 Matthew J. McKinley
 4941 David W. McKinley
 4943 Andrew E. Caudill
 4945 Samuel C. Hutchinson

Assignment
 Borinquen
 Cape Cod
 Barbers Point
 Detroit
 Corpus Christi
 Corpus Christi
 Cape Cod
 Miami
 Corpus Christi
 Clearwater
 Elizabeth City
 Clearwater
 Clearwater
 Traverse City
 Clearwater



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

NON PROFIT
ORG.
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PAID
Woodbridge, VA
PERMIT # 9

 Return Service Requested



Distinguished Flying Cross Memorial
Dedicated. See Story on P. 7.



In case you missed it. God bless America and, especially, all of our teachers, first responders, and health care providers. Stay safe out there!
(Awesome DoD photo provided by Ptero Jack Stice, Aviator 1234.)



New CGAA
logo on CGAA
Store Clothing



MAIL Pg. 15

**THAT'S NOT
ALL !!**

A/S Kodiak All-female C-130 Flight Crew. See Story on P. 16.