



PTEROGRAM



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

Sitrep 2-21 Summer 2021

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

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Joint Coast Guard Ancient Albatrosses Changes of Watch Ceremony Conducted By Ptero Steve Goldhammer, Aviator 1207



CG Photos by PA1 Travis Magee, Photographer to the Commandant

AMTCM Johnson (L), AETCM Young, RADM Bouboulis, & ADM Ray.

For the first time, a joint CG Ancient Albatross and Enlisted Ancient Albatross ceremony was conducted at ALC Elizabeth City, NC on 22 April 2021. Ptero and Vice-Commandant ADM Charles Ray, Aviator 2311 and AA #25, transferred, after six years, the honor and mantle of the Ancient Albatross to Ptero RADM Melvin Bouboulis, Aviator 2915, and Ptero AMTCM Broderick Johnson, P-5068 and EAA #12, transferred, after two years, the honor and mantle of the Enlisted Ancient Albatross to Ptero AETCM Jaime Young, P-5652. **SEE JOINT ANCIENT AL COW on P. 3**

LT Jack C. Rittichier, Aviator 997, Bust Unveiled

On 10 June at the Coast Guard Combat Veterans' Association Annual Convention, a bust of LT Jack Rittichier, the only Coast Guard Aviator who perished in the Vietnam War, was unveiled. **See story on P. 11** and related story in Pterogram 2-20 on P. 13.



Save the Date! Pforty-pfifth Virtual Ptero Roost



2021 VIRTUAL ROOST

Ptero Jay Crouthers, Aviator 1360, VP for Annual Gatherings, will be resurrecting his basement production studio for our virtual event, tentatively scheduled for Saturday, 13 November from 1300-1500, Eastern time.

Our 2022 Roost is currently scheduled 'live' 1-4 November in Corpus Christi, TX.

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 2021, 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

AETCM Jaime Young

-ex officio

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A Message from 2799 (CGAA/AOP President):



Ahoy Pteros: The masks are coming off, and it's much easier to hear speeches at retirements. This season was a big one, saying Farewell to ADM Ray, VADM Abel, RADM Cottrell, RADM Vogt, MCPO Johnson, CAPT Riedlin, among others. I don't recall a better salvo of first class ceremonies. Congrats to them all! Thankfully RADM Bouboulis and MCPO Young are onboard, and already serving Ancient Albatross duties.

Hats off to Jim Loomis for pushing the bronze bust tribute to LT Jack Rittichier to the finish line in June. Jim was persistent in tracking every detail of the project, including the timeline, payment schedule, unveiling ceremony, and cannonball run to the Naval Air Museum in Pensacola. With Jim's intense attention to every detail, including sculpting, I was prepared for the final product to look like him. Thanks to everyone involved in this marquis project.

I just returned from the D13 Change of Command in Seattle, which afforded me some quality time with some of our PNW's best. The warm welcome was too much, but I did enjoy some time (read, had drinks with) a few locals, including Spence Byrum, Keith Taylor, and my FW pal Jimmy Cullinan. CAPT Oly Saboe is also the D13 CofS, which I hear is a pretty good assignment. I also crossed paths with retired imports from Astoria, including Mayor Bruce Jones, and CAPT Doug Kaup, aka Skull. We're planning a Roost in Astoria in 2023, and I recruited Skull as lead planner. I also hinted that Spence, Keith, Bruce, Jimmy, and Oly would be great targets for sponsoring the event. Said differently, Skull doesn't have to pry open his wallet if he plans this right. We'll probably need to hit these hi-rollers up for supporting our Sofa Roost this year, and start building good habits!

Read on for more details.

Taps

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

Robert Napper, 596, 11/20/20

Gary Hutchens, P-1251, 12/10/20

Dale Harrington, P-1718, 2/8/21

Matt Mathews, RS-208, 4/13/21

William W. Pickrum, 1586, 4/15/21

Raymond Stone, P-4085, 4/28/21

Francis 'Boo' Guillory, CG Auxiliary Aviator, 5/4/21

Ernesto deArmas, 1985, 5/5/21

Jim Keller, 1470, 6/17/21

James C. Quinn, 1091, 6/27/21

Mary Frances Readinger (spouse of Ptero Frank Readinger, 1270), 7/2/21

ADCM William L. Thiedeman, 7/2/21

Dee Leskinovitch (spouse of Ptero Jim Leskinovitch, 1401), 7/4/21

New CGAA Members Since 3/16/21. Welcome Aboard!

Isaac Alexander	Regular	P-5668	Ryan Angelo	Active	3909
Joseph Atallah	Active	RS-976	Mike Baird	Life-Regular	3988
Chris Bartz	Life-Regular	3167	Polly Bartz	Life-Regular	3166
John Calhoun	Active	RS-599	John Chapman	Life-Regular	P-5612
Joseph Costanzo	Regular	P-5642	Joe Ego	Life-Regular	P-5651
Dave Giza	Life-Regular	P-5641	Matt Hidy	Active	P-5647
Bobby 'Bunker' Hill	Life in 5	P-5631	David Hohlfeldt	Regular	P-5656
Phillip Johnson	Active	P-5667	Kent W. Kalb	Life-Regular	P-5669
Daniel Kenny	Life-Regular	P-5653	Brenden Lyon	Active	P-5659
Michael Mauro	Life in 5	P-5655	Jeremy McKenzie	Life in 5	P-5660
Marc Miceli	Life-Regular	P-5635	Henry Nachtsheim, III	Life in 5	P-5648
Janet Prall	Regular	P-5662	Stephen Radican	Regular	P-5654
George Rogers	Regular	P-5611	Connor Rudolph	Active	P-5623
Kathlene Ruhan	Life-Regular	P-5666	Charles Truthan	Life-Regular	P-5632
Richard Ur	Regular	P-5645	James W. Watters	Regular	P-5661

JOINT ANCIENT AL COW from 1

Ptero Prez Mike Emerson, Aviator 2799, was the Master of Ceremonies. He welcomed everyone and introduced several distinguished guests, including RADM Keith Smith, LantArea Deputy, Ptero RADM Dave Kunkel, Aviator 1726 & 20th Ancient Al, Ptero RADM Rick Gromlich, Aviator 2485, Ptero Carl Riedlin, Aviator 3052 & Chief of Aviation Forces, CG-711, Ptero Kent Everingham, Aviator 3225 & CG-41, Chief of Aeronautical Engineering, CAPT Tad Wilson, Aviator 3468 & ALC CO, Ed Gibbons, ALC Executive Director, the Honorable Mrs. Bettie Parker, Mayor of Elizabeth City, MCPOCG Vanderhaven, Ptero MC Douglas Farence, P-2659 & 4th Enlisted Ancient Al, and Ptero MC Kit Harris, P-4427 & 11th Enlisted Ancient Al. He also introduced Mrs. Donna Ray, Mrs. Mimi Bouboulis, Mrs. Cheri Johnson, and Mrs. Susan Young, the spouses of the principals, and his wife, Becky, his 'designated driver.'



The Commandant, ADM Karl Schultz, presided. ADM Schultz said it was a fine day to be here in Elizabeth City, a CG City, and an honor to

have the spouses and families of the honorees here. He noted that the Enlisted Ancient Albatross title was established in 1988. He reflected on the service of VADM John Currier, AA #23, in leading the establishment of CG aviation sustainability as an example for the other CG hardware assets and as part of the noteworthy legacy of CG aviators. He said that CG aviators are skillful, thoughtful, daring, and are consummate professionals. He have some examples of recent CG aviation feats and said being a CG aviator is anything but easy. He also noted that CG aviation personnel can't perform without superb support. He lamented that he wasn't handsome enough or smart enough to be an aviator. He reviewed ADM Ray's 40 years and MC Johnson's 31 years of dedicated service and said that they inspired what we do today...we continue to adapt to realities and be a global leader. He encouraged Mel and Jaime to take the reins and become advocates of CG aviation. He lauded Ptero Gib Brown, Aviator 795, as the originator of the Ancient Albatross program. He closed with a poem penned by his speech writer, CDR Brooke A. Millard, about ADM Ray and RADM Bouboulis:

Ahoy! And pay tribute to the Ancient Albatross—with wings of gold!

Avast! And listen to this story, both young and old.

Today we say "Thank you" and "goodbye" to Ancient Albatross, # 25.

A man who has led with distinction every day he's been alive.

Charlie Ray's his name; aviation's his game; Clearly, his good-natured leadership is his fame.

He earned his wings in '84,

When Rescue Swimmers first jumped out the door.

He flew Sikorsky Sea Guards, those HH-52's, to help stricken boaters.

Those helicopters were single rotor...single-motor... people toters!

He moved to 65s after years of flying Pelicans.

Thankfully, 65s have TWO engines.

In Alaska he flew the big iron, the Jayhawk.

In driving winds and raging seas, never did he bulk.

His last flight was JUST in February... up in Kodiak.

And he did swell—don't give him any flak!

For the last 6 years, this Ancient Albatross has guided our flock.

From young hatchets, to seasoned pros, to our "pteros"—the old salts.

Thank you, Admiral Ray, for you leadership and care

Charting our Service's course for both sea and air.

BUT wait—TALLY HO—what do I see?

Admiral Mel Bouboulis gazing at me.

That's our new Ancient Albatross-- #26,

Who is ready to guide Coast Guard aviators into the climatological mix.

Mel: the jacket, the egg, and the hat will soon be yours!

My advice to you is simple: lead our aviation corps

With those same qualities ALL Coast Guard Aviators share:

Precision, skill, thoughtfulness, and dare.

Welcome to the team and don't forget to boast

About our flock of aviators who protect our Coasts!

Prez Emerson thanked the Commandant for his remarks and said ADM Schultz is now 'the Rapper of the Coast Guard.'



ADM Ray thanked all who hosted the ceremony and the distinguished guests for their attendance. He said it's been the honor of his life and career to be the Ancient Albatross.

When he was at Elizabeth City for his first tour, all he wanted to be was an HH-52 Aircraft Commander. He mentioned Thomas Beacham, U.S. Lifesaving Service and grandfather of Ptero Terry Beacham, Aviator 1215 (deceased), ADM Ray's first CO at Elizabeth City, as being present during the Wright Brothers' first flight in 1903. He said we can't operate without the people of the ALC. He lauded the new Coast-

ies straight out of grad school at ALC for their ideals and the civilian professionals at ALC for their dedication. He mentioned Chief Oliver Berry, the finest aircraft maintainer there ever was. He said the best part of being the Ancient Al is connecting what happened in the past to what will happen in the future. He said it's a great pleasure to pass the Ancient Al to his friend, Mel Bouboulis. He thanked MC Johnson for his great example as the Enlisted Ancient Al.



RADM Bouboulis mentioned that he had big shoes to fill. He acknowledged all the people in the audience who have been a part of his aviation career and thanked every-

one for their support. He thanked Rick Gromlich for being his mentor and thanked the CG Auxiliary for attending. He said he cherishes his time as CO at Borinquen flying with the CG Auxiliary. He thanked the CGAA for its support and for carrying the heritage forward. He said he's honored and humbled and he will help keep CG aviation the best in the world.



AMTCM Johnson said it's been a great run and he enjoyed every second. He got to acknowledge many fine CG enlisted aviation accomplishments and gave some examples.

He thanked his supporters and the Pteros ('What a fun and great group!') for helping him make things happen. He said it's great to see a CG cutter (Elmer Stone) named after an aviator. He encouraged MC Young to have fun and said 'If you're not busy now, just wait.' He advised MC Young to make a point of attending Ptero Roosts and be part of the program. You'll see where CG aviation has come from and where it is today. Always have your AA 'suit' ready to wear. He wished MC Young luck being AA #13.



AETCM Young's first comment was 'Wow!' He recalled reporting to AT 'A' school here in Elizabeth City in 1995 and said it was harder to make E-4 than E-9. He said he's

overwhelmed with gratitude and honor. He

got here because of a lot of great people. He's anxious to get out of his cubicle and walk on hangar decks again and get back to his roots. He thanked his wife, Susan, and the ceremony project officer, LCDR Mike Yanez, Aviator 4209C.



Pteros Sperry Storm (L), Aviator 1111, and Joe Mihelic, Aviator 2414A, presented CGAA certificates, a Royal Ceremonial Ptero egg, to be 'hatched and nurtured in continuance of Pterodactyl lineage' in their High Offices, and a CGAA coin to the new AA's. The certificates certify that the recipients have 'defied the law of gravity and circumvented the outer limits of good fortune in a Coast Guard aviation

career copiously strewn from end to end with improvident demands and alarming encounters with the hazards of that unique flying environment' and 'have outlasted, outgrown, out striven or otherwise left strewn in their wake all their counterparts in Coast Guard Aviation.'

They also presented CGAA pennants to the outgoing AA's.

CDR (Ret.) Gary Thomas, Foundation for Coast Guard History President, presented prints of the NC-4 to the new AA's.



CAPT Riedlin told ADM Schultz that was the best poem he ever heard and the Admiral 'would have made a great CG aviator.' He thanked ADM Ray and MC Johnson for their leadership and enthusiasm and for what they did in their roles. He presented aviator scarves and plaques showing the AA garb to them.



A socially-distanced reception followed.

[ADM Ray retired on 18 June and MC Johnson will retire later this summer. 170 devices dialed in to the ceremony...Ed]



Coast Guard Aviation Association Receives 'Alexander Hamilton' Award By Ptero Steve Goldhammer, Aviator 1207

On 6 May, the Coast Guard Aviation Association received the prestigious 'Alexander Hamilton' Award 'virtually' at the 10th annual National Maritime Historical Society (NMHS) and National Coast Guard Museum's awards show. Besides CGAA President Mike Emerson, Aviator 2799, the other Pteros attending included Vice-Commandant ADM Charlie Ray, Aviator 2311, CGAA VP Janis Nagy, Aviator 2791, Mark D'Andrea, Aviator 2359, Gary Gamble, Aviator 1826, and Ye Ancient Scribe.

which later became CGC Eagle. He said they were nautical and sentimental. CAPT Pulver was CO of Eagle from '12-'15 and retired from there after 28 years in the CG. Many other interesting nautical artifacts were proudly display by several attendees.

The Awards ceremony began with a welcome from NMHS co-chair VADM (Ret.) Al Konetzni, USN, known as 'Big Al, the sailor's pal,' whose co-chair is Ms. Denise Krepp, a former CG JAG. CAPT Pulver said the new CG Museum will be worthy of all those who served. It will educate, engage, and inspire visitors.

The award of the Alexander Hamilton award, the highest honor bestowed by the NMHS, to the CGAA was announced. The award is named after the founder of the Revenue Cutter Service in 1790. It recognizes an individual or organization which has provided outstanding support to the future National Coast Guard Museum. An awesome video honoring the history of CG aviation and the CGAA, narrated by Ptero Prez Emerson, was shown. ADM Jim Loy, the 21st Commandant of the Coast Guard, then presented the award virtually to Prez Emerson. Through the miracles of electronics, Mike then proudly displayed the 20-pound award that he had carried with him in his helmet bag to Nome, Alaska where he was on business. He said it was a great item of interest among all of the TSA agents at each airport enroute. He said the CGAA is honored and proud to receive the award and support the National CG Museum Association, an organization that honors our shipmates.

Other awards were also presented to

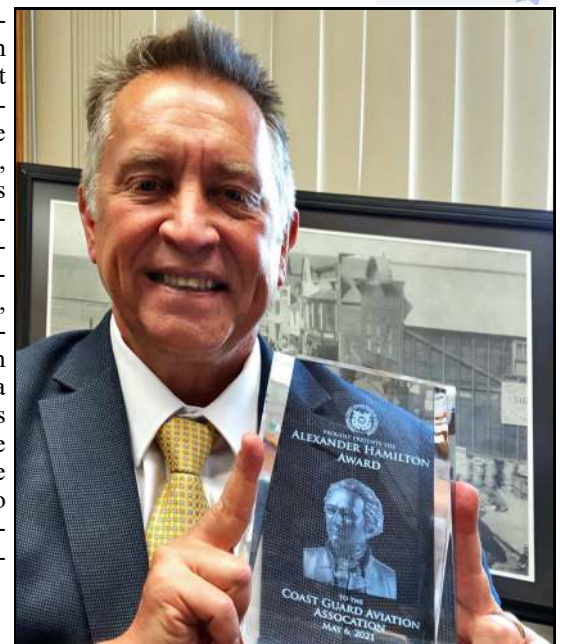


the U.S. Naval Academy celebrating its 175th anniversary, and the U.S. Merchant Marine.

[See related story on P. 17 of Pterogram 1-20...Ed]



The festivities began with a VIP reception hosted by NMHS founding chairman Phil Webster, and his wife of 60 years, Irmay. Phil welcomed everyone and said all attendees have the same thing in common: 'we all love the sea and we support those who serve it.' CAPT (Ret.) Wes Pulver, CG Museum Director, displayed a belaying pin and a piece of teak deck from the German S/V Horst Wessel,



Ancient Al #26 Letter to Pteros



Dear Fellow Pteros; It's my honor and privilege to serve as your Ancient Albatross, a career highlight for me. I'm very excited about this opportunity

to work with the CG Aviation Association and our CG Aviation Program.

I'm sure you join me in thanking and congratulating Admiral Charlie Ray and his wife, Donna, for their decades of service to the CG and Nation and for ADM Ray's exemplary service as our Vice Commandant and six years serving as our 25th Ancient Albatross. (I have some big shoes to fill and will do my best to do just that.) I wish them the very best in their future endeavours and well deserved retirement.

In preparation for this role, I spent some time with ADM Ray to learn some of the intricacies of the position. I also recently attended the aviation commanding officers conference at Coast Guard Headquarters and received updates on all of our aviation programs and workforce issues. While we face many challenges in sustaining our legacy aircraft, modernizing our aviation fleet, and supporting our people, I am encouraged about the opportunities ahead and the remarkable, dedicated leaders we have in our Service and particularly in our Aviation Program.

Having assumed the duties as the District 13 Commander from fellow aviator, Ptero RADM Jack Vogt, Aviator 2884, on 01 July, I was immediately impressed with the great work of our aviation community. D13 aircrews rescued a paraglider trapped high in a tree, a hiker suffering serious injuries from falling down treacherous cliffs, and a surfer caught in strong riptides. In D14, an aircrew from Air Station Barbers Point captured national attention with their impressive night rescue of two aircrew from a 737 that ditched off the coast of Ha-

waii. Also, Aviation Training Center, Mobile recently signed a memorandum of understanding with the Navy to establish the first outlying field (OLF) dedicated solely to Coast Guard training which will enhance aircrew training and safety. Our Aviation Program continues to do great things across the organization and remains Ready and Responsive, and we certainly are very Relevant to our CG and Nation!

Again, I'm honored to serve as your ancient albatross and look forward to working with AETCM Jamie Young and the CG Aviation Association in representing and advocating for our Aviation Program and our Aviation Community past, present and future.

Semper Paratus! RADM Mel Bouboulis, Aviator 2915, Ancient Albatross #26



Enlisted Ancient Al #13 Report to Pteros



Greetings, Pteros! It is a highlight of my career to fill the role of Enlisted Ancient Albatross. As with most career paths for senior military people, my last several years feature emails and handing off blue folders far more heavily than flight suits and overnight bags. I am excited about this opportunity to reconnect to folks on the hangar deck. I could not imagine a cooler way to wrap up a career.

I had the privilege of working with AMTCM Broderick Johnson at Air Station Detroit and I congratulate him on his re-

tirement and whatever comes next for him and his family. I know I have some big shoes to fill, and I pledge my best efforts to do so.

I work for the Office of Aeronautical Engineering (CG-41) as the Training Quota Manager for all aircraft maintenance C-schools. I serve on detached duty to the Education and Training Quota Management Command in Norfolk, VA with incredibly talented and dedicated active duty and civilian folks. They are the crucial link between our people and the training they need and provide incredible service. Their job is nearly invisible to most people, but they are the unsung heroes of keeping our aircrews trained and safer in the air.

Although we lost some training opportunities during the pandemic, Coast Guard Aviation showed resiliency and creativity in executing essential training. We safely got people to dunkers and proficiency courses, transitioned MH-65 Flight Mechs and Maintainers to the new Echo model and leveraged DoD schools to fill critical training gaps for Non-Destructive Inspection (NDI) training. For the first time ever, three CG AMTs went to the Air Force NDI school at NAS Pensacola for their initial qualification.

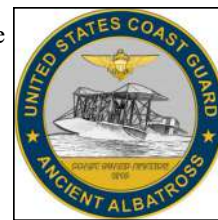
As the world starts to "reopen", we are going back to full throttle on training once again. As

Airsta Borinquen transitions to MH-60s this year and Airsta Barbers Point changes from the C-130H to the C-130J, we are entering a new era with evolving training needs. I am proud to be a part of the process. I feel my job and my position as EAA will complement each other nicely.

My wife Susan and I recently got to meet a few of you at the Coast Guard Combat Veterans convention in Virginia Beach where I had the honor of unveiling the LT Jack Rittichier bust. It was an incredible experience for both of us to hear some of your stories and socialize with such a rare collection of outstanding Americans. We both hope to meet as many of you as possible.

I look forward to working with Admiral Bouboulis to serve and represent Coast Guard aviation in any way I can. Thank you kindly for having me.

Semper Paratus!
Ptero AETCM Jaime Young, P-5652



CG Aviation Reading List By Ptero John 'Bear' Moseley, Aviator 743



The CGAA has established a suggested Reading List of 18 high-quality books pertaining to CG Aviation. Topics include the aircraft we flew, those that flew them, specific events and accomplishments that define and support our heritage. We will continue to add qualifying books. Why Books? Your book is permanent, not subject to technological upgrades, and easily marked for reference purposes; but most of all, you control. You decide when to read it, the amount of time spent on any one occasion, and it is completely portable.

Margaret Jordan, who designed and set up our present CGAA Website, has put together our unique Book List Program. In my research of the internet, I have never seen another one like it. To get to the listing, go to the CGAA Website Navigation Bar and locate "History". Click and follow down and you will see "Reading List". Click on that and it will take you to the listing where you will find the selected books listed by title. Look them over and if one piques your interest, then click on it. This will take you to the Amazon Webpage. There you can find a short description, rating and prices. If you desire to purchase your selection, then just follow the Amazon instructions and your book will be on its way to you.

Captain's Spirit – The Birth of Coast Guard Aviation

By Ptero LCDR Barrett T. "Tom" Beard, USCG (Ret.), Aviator 1104

Early exhibition balloonists in the past century frequently referred to them-selves as "captain" or "professor." Press accounts furthered this inapt practice by repeating or conferring the bogus appellations when reporting on adventurers' balloon ascensions. Airship operators perpetuated the practice into the early 20th century by continuing to accept the designation in their titles. Thus, it was expected that any reference to Thomas S. Baldwin included his title "captain," though for most of his life he held no rank designation from any authority or military service. A most improbable man in serendipitous circumstances, Captain Baldwin planted and nurtured the seeds leading to the beginnings of Coast Guard Aviation.

Baldwin was born in 1854 and orphaned at age 12. He quit school with only a sixth-grade education. As a boy, Baldwin worked as a lamp-lighter and newspaper hawk. He exhibited a natural gregariousness, which worked well when combined with his stunning athletic ability. Exploiting these endowments, Baldwin joined the circus at age 15 as a tightrope walker and aerialist.

Baldwin's long career as a balloonist began in 1879 when he joined the W.W. Cole Circus, which at the time used a large hot-air balloon as a novel, free attraction to entice people to the show. A newly hired acrobat's first job at the circus was to sit on a trapeze suspended beneath the tethered balloon in an apparently daring feat, perched high above the crowd. Baldwin elevated his new job to high-pitched excitement for the admiring up-turned faces. His lofty seat above the awestruck congregation encouraged the energetic lad to perform acrobatics from the trapeze bar. There was no safety net. This act became a regular feature of Baldwin's. Always looking for more daring feats, he did several slack-wire walks between San Francisco's Seal Rocks and Cliff House in 1885, equaling the thrill and dangers exhibited in Charles Blondin's walks over Niagara Falls a quarter century earlier. But it was his experience with the balloon that continued to capture Baldwin's imagination.

Reaching for the ultimate crowd pleaser, Baldwin purchased an untried linen parachute. To assure himself that it might work, he tossed it from a balloon using sandbags to duplicate his weight. It did work. So on 30 January 1887, Baldwin executed his first parachute jump from a balloon at 1,000 feet above a public exhibition in San Francisco. This feat and several more successful jumps eventually led him to travel in Europe demonstrating this unusual and most daring of exploits. Baldwin's fame and repu-



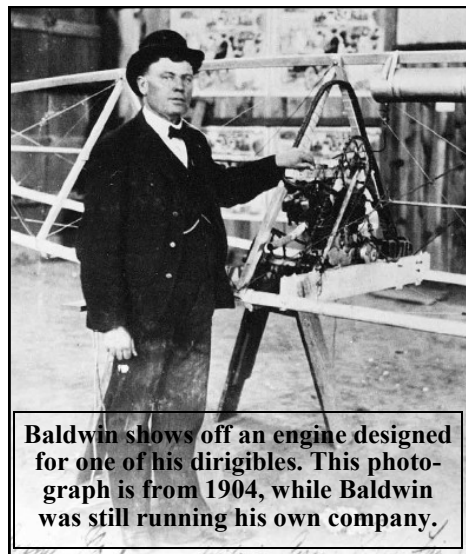
The Curtiss BT flying boat was designed to be the first CG rescue aircraft. The engine was mounted inside the hull, driving the propellers through a system of shafts and gears. If during a rescue mission the pilot found himself on the water in heavy seas, the wings and tail could be jettisoned, and the hull could be motored like a boat with a small outboard motor. The plane was eventually scrapped because the complicated propulsion system proved unworkable.

tation spread, bringing him medals, honors and international renown. Baldwin was principally responsible for introducing and proving the value of the para-chute to the Europeans. Furthermore, his success helped stimulate a burgeoning interest in aeronautics throughout the continent. He expanded his tour to Australia and New Zealand, where he performed the first-ever witnessed parachuting acts in these countries.

As the aerial gymnast aged into the new century, no longer an active aerial acrobat, his attention turned more to the objects that elevated him above the adulating crowds. Baldwin became a developer and builder of balloons and an airship experimenter. When he learned of a lightweight gasoline-powered engine built by Glenn H. Curtiss for Curtiss' new airplanes, Baldwin saw its potential to enhance the maneuverability of his planned airships. He contacted Curtiss, and as they shared ideas about the new field of aviation, a lifetime bond of friendship grew between them.

In the early 1900s, Baldwin's new airship building company received a contract to build airships for the US Navy. The complexities of the Navy's demands eventually forced Baldwin out of business, and by 1914, the now 60-year-old ex-circus performer was broke and out of work. He no longer had the means to attract adulating followers. Curtiss, learning of Baldwin's fate, offered him a job. It was not an offer out of sympathy. Curtiss respected Baldwin's abilities as a promoter and his overwhelming enthusiasm for aviation. It was probably Baldwin's abilities to charm and influence that captured Curtiss' attention most. The flamboyance of the daring performers in aviation's infancy was a characteristic essential to selling such a difficult idea as man in flight. Baldwin had that ability to captivate one or 1,000 at a time and the experience to command respect.

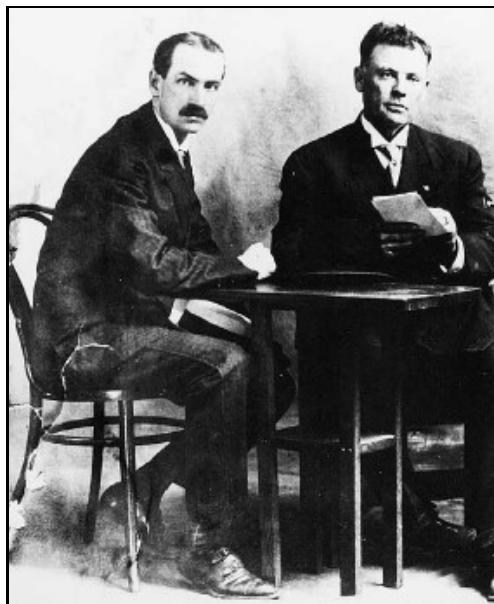
The Curtiss Exhibition Company decided in 1915 to centralize its widespread training pro-gram. The new war in Europe and the sudden need for trained aviators called for a large facility to instruct Canadian and American volunteers joining the Allied cause. Furthermore, civilians were just beginning to take an active interest in aviation and were seeking flight instruction.



Baldwin shows off an engine designed for one of his dirigibles. This photograph is from 1904, while Baldwin was still running his own company.

Baldwin found a new airfield, consolidating the Curtiss enterprises, at Newport News, VA. The Municipal Industrial Commission of Newport News lured the Captain by offering him a \$1.00 lease price for the city's land required for the air school. Baldwin accepted and opened Curtiss' Atlantic Coast Aeronautical Station on 24 December 1915. The cost for flight instruction, offered by the Curtiss Company, was \$1 per minute. The flight course took 400 minutes to

teach a student to fly a land-based aeroplane. Seaplane instruction was charged at the same rate, and a combined course for the two aircraft types was offered at \$600. Flights were short. Instructors taught from six to ten students and averaged about 10 flights daily.



Glenn Curtiss (left) and Thomas Baldwin, sometime during the early 1900s. The relationship between the two men proved fruitful, and when Baldwin's company folded in 1914, Curtiss brought him aboard as a valuable member of the Curtiss team.



CDR Elmer Stone became CG Aviator No. 1. He also made another significant mark in aviation history as the pilot of the NC-4 during its famous Atlantic crossing in 1919.



Benjamin Chiswell is regarded as the father of CG Aviation. He facilitated the initial meetings between Glenn Curtiss and Treasury Department authorities that led to the first CG aircraft. He retired as a RADM.



At the same time that Stone was sent to Pensacola for flight training, 2nd LT of Engineers Norman B. Hall was sent to the Curtiss Plane and Motor Company in Hammondsport, NY, where he learned to build aircraft. Hall, second from left & below, is with a crew of Curtiss workers in 1916. Hall is considered the first CG Aviation Engineer. He retired as a RADM.



The Atlantic Coast Aeronautical Station trained many fledgling aviators during spring 1916, when the threat of war seemed likely between the United States and Mexico. The Aero Club of America created a National Airplane Fund to send National Guard officers, two from each state, to Newport News for pilot training. The program stopped in September, when relations between the two countries improved.

The United States' entry into the war in Europe now seemed imminent. Therefore, a new agreement contracted with the Newport News flying school by the United States government provided for the training of men from the Signal Enlisted Reserve Corps – men who enlisted at the rank of sergeant specifically for flight training. The government contracted at the standard price of \$1 per minute, but required 600 minutes of dual instruction plus an additional 200 minutes of solo flying for each student.

General William "Billy" Mitchell received his first flight instruction at the Newport News facility. Ordered to air duty in the office of the chief signal officer, 36-year-old Major Mitchell was not qualified for Army flight instruction because of his age, so he personally paid the cost of \$1,470. Furthermore, as he was working in Washington, DC, at the time, Mitchell had to travel by boat from Washington to Newport News every Saturday night. There he flew all day Sunday, and then returned to work by Monday morning.

Forever the showman and promoter, even at the Newport News

Aeronautical Station, Baldwin involved himself in a new art form for public exposure: he made a motion picture. Naturally, he was the hero in the one-reel drama titled "Via Aeroplane." As the consummate salesman, Baldwin portrayed the Curtiss School to full advantage in his film.

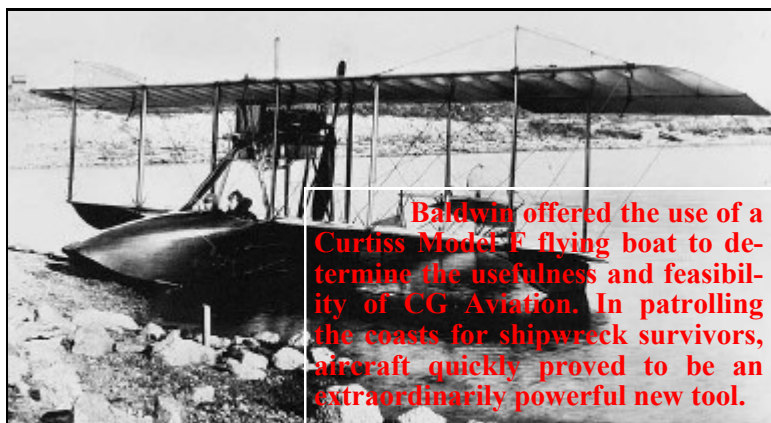
All of these aerial activities at Newport News were under constant observation by the crew of the CG cutter Onondaga berthed at nearby Hampton Roads, Virginia. Among the officers aboard were 3rd Lieutenant Elmer Stone and 2nd Lieutenant Norman Hall, both 28 years old. The novelty of all the airplanes flying in the immediate vicinity likely piqued the young officers' interest. It was not long before curiosity led the two to meet the effusive Captain Baldwin. They were captivated by over a third of a century of aerial exploits narrated by this old air warrior. Immediate visions of the capabilities of an air-craft for use in the Coast Guard came from meetings with the charismatic gentleman. Stone and Hall's enthusiasm, bolstered by Baldwin's exuberance, drew their commanding officer, Captain Benjamin M. Chiswell, into the triumvirate.

Baldwin offered to loan a Curtiss F flying boat to the young officers for tests to see if it was capable of aerial searching and other tasks useful to the Coast Guard. Among the missions for Onondaga at the time was searching for derelict vessels along the Atlantic coast. These were the dying days of the old wooden sailing schooners plying the coastal trade routes. Many were breaking up along the shores, and Coast Guard cutters patrolled for these wrecks and possible survivors. It was a time – before the radio – of signal flags and visual observations. They speculated that an airplane might be a good spotter and rescue device.

Thus it was that Coast Guard aviation started aboard the cutter Onondaga in 1916. Attending a meeting in the wardroom at the invitation of Chiswell were Glenn Curtiss and Assistant Secretary of the Treasury Byron R. Newton. Chiswell, with Stone and Hall, offered their plans for a type of aircraft that the Coast Guard would require. They first considered building discardable wings attached to a standard lifeboat. They postulated the flying lifeboat would fly over the surf on wings, which would be detached and cast off after landing alongside a distressed ship. The remaining hull would motor to port as a life-boat. A prototype was created and designated bt. Although it was not made from a lifeboat, its hull was much more boat-like than other flying boats. The plane proved unfeasible from an engineering standpoint, because the engine was housed in

the hull and drove the two four-bladed propellers through a complicated shaft and gear system. The plane was later modified with an external power plant on the mid-wing, and the detachable wing feature was discarded.

Chiswell's firm endorsement: "If Lieutenant Stone could be detailed to the Navy Aviation School at Pensacola in this class to be formed April 1st, he could in a short time obtain a pilot's license and be well grounded for taking up the work outlined in Captain Baldwin's



Baldwin offered the use of a Curtiss Model F flying boat to determine the usefulness and feasibility of CG Aviation. In patrolling the coasts for shipwreck survivors, aircraft quickly proved to be an extraordinarily powerful new tool.

After observing Baldwin and Stone's airplane experiments, Lieutenant Junior Grade R.G. Thomas of the Navy Hydrographic Office in Norfolk informed the Navy Department of their activities. On 21 March 1916, he received the following letter from Secretary of the Navy Josephus Daniels: "It is gathered from your letter that you are in touch with officers of the Coast Guard Service who contemplate taking training in aviation. You are authorized to inform such officers that if the captain commandant of the Coast Guard Service will make a request on the Navy Department for an opportunity for the training of his officers, the Department will be very glad to add two Coast Guard Officers to the class at Pensacola. A new class will be formed April 1st, and it would be advantageous if these requests should be received in time for the officers to take up the course on that date."

On the same day, Chiswell received the following letter from Coast Guard Captain Commandant E.P. Bertholf, in response to an earlier request by Stone for aviation duty. Bertholf's reply, based on economics, still seems familiar today: "Referring to orders of this date assigning Third Lieutenant E.F. Stone to duty in connection with aviation, copy attached, it is suggested that whenever experiments are to be made by that officer involving the cooperation of aircraft with Coast Guard cutters, you confer with him and arrange to have him act in conjunction with the Onondaga. It is understood that these experiments will not interfere with the regular duties of the Onondaga, and that the Government will be put to no extra expense thereby."

Two days later, Thomas showed Chiswell and Stone the letter he received from Secretary Daniels that encouraged the assignment of two officers of the Coast Guard to flight training. Stone immediately sent in a new application with

offer. I believe it would not be many months before we might be able to conduct some very interesting and valuable experiments here without cost to the Government."

Bertholf approved the request immediately, and Stone and 2nd Lieutenant of Engineers Charles E. Sugden arrived in Pensacola within the

week just in time to start the 1 April class. 2nd Lieutenant Norman B. Hall received orders to the Curtiss plant in Hammondsport, New York for technical instruction in aeronautics.

Thus, Coast Guard aviation began with an unusual influence from a circus performer, balloonist and dreamer, who imparted his enthusiasm of aviation to two visionaries: Stone and Hall. Like Baldwin, the two Coast Guardsmen were decades ahead in their dreams. The old aeronaut died just eight years later, on 17 May 1923. He was buried with military honors in Arlington Cemetery, where a nondescript monument now marks his grave. Baldwin's story, however, was not quite over. On 17 December 1963, the aeronaut was enshrined in the Aviation Hall of Fame in Dayton, OH. Always the professional showman, with his dreams in the sky, the captain would enjoy that his legacy continues. The likeness of the youthful entertainer exists today in each CG crewperson dangling from the modern helicopter's aerial hoist. Baldwin's spirit still flies with every CG aircraft ascending to the heavens, where crowds once looked in wonder to watch a daring and charming promoter.

[Re-printed with permission from the author and the Naval Aviation Museum Foundation, from the Spring 2001 issue of 'Foundation.']

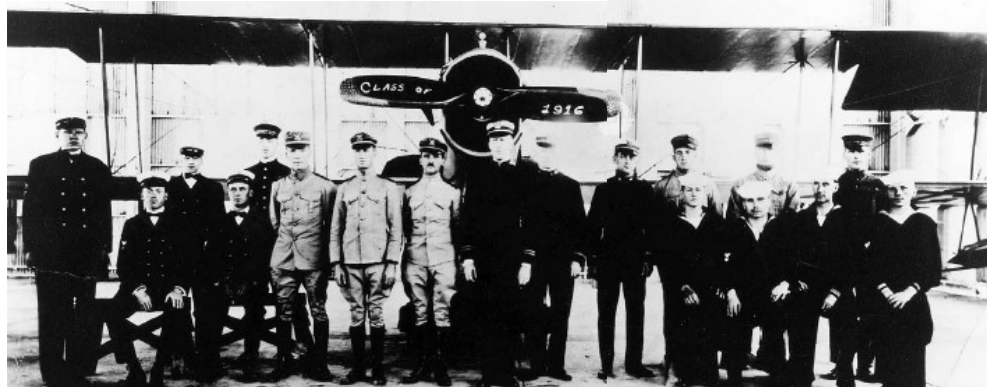


LCDR Beard earned his wings through the Naval Aviation Cadet program in 1955. Commissioned an ensign in the Navy, he served for 10 years as a Naval Aviator. He completed two tours of duty as a flight instructor at NAS Whiting Field, FL, flying

SNJ Texans, T-34 Mentors and T-28 Trojans. He flew AD-6 Skyraiders with VA-115 aboard USS Shangri-La (CVA-38). His second tour at sea was in E-1B Tracers with VAW-11 aboard USS Constellation (CVA-64) on Yankee Station. While attached to Fleet Aircraft Services Squadron and reserve squadrons, he flew several models of the Skyraider, TF-1 Trader, TV-2 Shooting Star, F9F-8 Cougar and TBM-3 Avenger.

Beard accepted a commission with the Coast Guard in 1965. He was stationed at Barbers Point, HA, where he flew the HU-16E Albatross and HC-130B Hercules. He next served as an HU-16E standardization and instructor pilot at Aviation Training Center, Mobile, where he instructed Greek air force pilots in the SHU-16B. Beard qualified as a helicopter pilot and flew SAR missions in the HH-52A 'Sea Guard' before retiring in 1975. During his aviation career, he accumulated 7,000 flight hours in 30 different types of military and civilian aircraft. He holds air transport pilot, seaplane and commercial helicopter pilot ratings.

Beard holds a master's degree in history and is the author of more than two dozen articles and three books, including *Wonderful Flying Machines*, published by the Naval Institute Press. He and his wife Carolyn currently reside in Port Angeles, WA.



The first CG aviation group at NAS Pensacola, FL, 22 March 1917. Left to right: Master at Arms C.T. Thrun, Oiler 1st Class J.F. Powers, Ship's Writer Geo. Ott, Master at Arms C. Griffin, Surfman John Wicks, 3rd LT Robert Donahue, 2nd LT of Engineers C.E. Sugden, 2nd LT E.A. Coffin, 1st LT S.V. Parker, 2nd LT of Engineers P.B. Eaton, 3rd LT E.F. Stone, Surfman No. 1 Ora Young, Coxswain W.R. Malew, Surfman J. Myers, Asst. Master at Arms J. Medusky, Signal Q.M. R.F. Gillis, Surfman W.S. Anderson and Signal Q.M. L.M. Melka.

The US Coast Guard Aviation Memorial by Ptero COMO Joseph Giannattasio, P- 3021 photos by CG Auxiliarist Jim McKeever



Located in the heart of Northeastern North Carolina is a quaint, coastal town with plenty of southern charm that is home to United States Coast Guard Base Elizabeth City. The base provides a wide variety of mission support units, including Air Station Elizabeth City. In the Northwest section of the base there is a charming little chapel called Wings of Faith Aviation Memorial Chapel. It was dedicated along with the memorial wall outside to be a continual tribute to Coast Guard and Auxiliary avia-

tors who made the ultimate sacrifice while serving in Coast Guard Aviation. The US Coast Guard Aviation Memorial is a cenotaph monument (no one is buried here) with these words:

"Dedicated to the Air Crews that did not return."

Among the names inscribed are 15 CG Auxiliary aviators who have 'logged their last flight' since 1984. Auxiliary Aviation (AUXAIR) is an Auxiliary operational program. General aviation aircraft and civilian pilots assisted the Coast Guard Auxiliary 'informally' during World War II. In September 1945 Congress passed a law that allowed owners of aircraft eligibility for membership in the Auxiliary. When flying for AUXAIR under orders, qualified Auxiliary air crews, while assigned to duty, are considered to be Coast Guard air crew; and Auxiliary aircraft, while assigned to authorized duty, are deemed to be Coast Guard aircraft.

Originally unveiled in 2000, the memorial was unfortunately destroyed by Hurricane Isabel in September 2003. After being repaired, the memorial was re-dedicated on October 26, 2004. CAPT Rod Ansley, Aviator 2294, Commanding Officer of Air Station E-City unveiled the Memorial during the rededication. The memorial is a fitting tribute the Active Duty, Reserve, and Auxiliary men and women who have given their lives in service to our nation while serving in CG Aviation.



If you are ever in the area, avail yourself of the opportunity to stop by this distinguished Memorial. Stop and reflect. Take just a moment to bask in the CG's pride and testimony for all that you as a member of the Auxiliary do on a daily basis, and for those who have led the way for us. Enjoy, reflect and carry on.

The Long Blue Line: Rescue Swimmer Milam's fight for survivors and survival in the frigid Bering Sea

By PA1 Kurt N. Fredrickson, USCG Public Affairs

[This article originally appeared in a 2007 issue of Coast Guard Magazine. It has been updated for re-publication by PACAREA Historian, Dr. David Rosen]

Our crew saved four people that night . . . and then my crew saved me--I get a little choked up when I think about it.

AST1 Willard Milam, 2007

It was Friday, February 9, 2007, and the 378-foot Coast Guard Cutter *Mellon* was moored in Dutch Harbor, Alaska, during its Bering Sea mid-patrol break. The *Mellon* carried an HH-65B helicopter with



aircrew of LCDR Joseph Carroll, Aviator 3185, Ptero LT Devin Townsend, Aviator 3627, AST1 Willard Milam and AET2 John Maghupoy, all deployed from Air Station Kodiak.

At 11:22 p.m. that evening, the Coast Guard Rescue Coordination Center in Juneau received a first alert signal. The transmission came from an emergency position-indicating radio beacon (EPIRB) registered to the 42-foot fishing vessel *Illusion*. The likely position of the EPIRB was somewhere in Makushin Bay near Unalaska Island. At 12:01 a.m., a second emergency signal verified the location. With this information, the helicopter was rolled out and lifted off from Dutch Harbor.



Crab boats moored in Dutch Harbor, Alaska, during winter time with famed Mt. Ballyhoo in the background. (Wikipedia)

For those not aware, the Bering Sea is an unforgiving and dangerous body of water, perhaps the worst in the world. At the time of their deployment, winds blew between 40 and 50 miles per hour with gusts in excess of 60. Weather conditions included low clouds, horizontal rain and sleet with a visibility of only a quarter mile.

AST1 Milam waited in the back of the helicopter thinking that it was the middle of the night; the weather's rough; and experience had proven that most EPIRBs go off by accident or mistake. Not so this time--the pilots saw a light on the water and headed for it. Suddenly, the red glow of a flare

lit up the clouds and mist surrounding the helo. The aircrew now knew this case was not a false alarm. The HH-65 overflew a raft and Milam heard his cue from aircraft commander, LCDR Carroll: *"Rescue checklist part one for a swimmer deployment."* Despite the severity of the weather and sea state, Milam's training made this evolution routine.

After preparations were complete, Milam moved into position at the edge of the helo's open door. Below him, through the rain and darkness, he could barely make out a small raft tossing in heavy seas. After 14 years as a rescue swimmer, Milam had flown more than 100 missions, including Hurricane Katrina, but this rescue would bring survival into perspective as never before.

Pilot Carroll and hoist operator Maghupoy lowered Milam into the roiling water within 10 feet of the raft and the rescue swimmer disconnected from the cable. When he reached the raft, Milam found four men, all in street clothes and wearing no insulated survival suits. To make matters worse, the two Russians and two Hispanic men in the raft spoke only broken English. Milam got into the raft and confirmed that there were only four victims. His biggest fear was the fact that the men had to enter the frigid water to be hoisted to safety. Milam radioed the helicopter and told the crew, *"I have four people all accounted for. I recommend you deliver the basket. Tell Johnny we need the basket as close to the raft as possible to minimize these people's exposure to the water because none of them are in survival suits."*

In the cockpit, there was a pause followed by *"Roger that, Will. Stand by."* LCDR Carroll then came back on, *"Will, we've discussed it up here, and if you're okay with it, we're going to send down our personal survival suits."* Milam listened. He knew that if the survivors went into the water to enter the rescue basket without a survival suit they could die. His answer was a simple: *"Sounds like a good idea."* Carroll answered, *"Okay. We'll give Johnny a few minutes. He's got to get them rigged up to send down to you."* Milam told the men in the raft that survival suits were about to come down.

At first, the rescue evolution went well. Things changed when Milam re-entered the water to grab the survival suits descending from the helicopter. Milam later said he could feel water flowing into his dry suit after he slid out of the raft. The suit filled rapidly with icy cold water. Nevertheless, he reached for the line knowing that the men needed the suits to survive. Milam held onto the guideline with one hand, grabbed the suits with the other, and kicked back to the raft with his hands full. More water surged into his suit further debilitating him. He had no idea

what had caused the leak. After struggling to get back into the raft, he helped the most hypothermic survivor don a survival suit while instructing the others to put theirs on.

Maghupoy lowered the basket near the raft and Milam entered the water with the first survivor. Meanwhile, Milam's legs went numb as hypothermia set in. After struggling to place the disoriented and combative survivor into the basket, Milam watched the hoist lift the man into the helicopter.

By that time, Milam realized the raft had drifted too far to reach in his depleted condition. For the first time in his career, he signaled for an emergency pickup. Once inside the helo, Milam could feel the frigid water sloshing in his suit up to his neck. Maghupoy helped empty the suit, checked Milam's seals and synched up the zipper handles. Milam was so cold, his hands could not do it.

Milam plugged into the helicopter's internal communications system to speak with the pilots. He thought he was talking normally, but the first thing LCDR Carroll said was *"Hey Will, what's the matter."* Milam answered that his suit had filled with water and hypothermia had set in. He was shivering but insisted he could complete the mission.

Helicopter fuel was running low. Only 15 minutes remained to recover the rest of the survivors and return to Dutch Harbor. Considering Milam's condition, the crew considered lowering the basket to the survivors unassisted, but Milam knew there was no way the three would make it unless he went back down. He told the pilots *"If we only need 15 minutes, I'll get out there and get it done. I can do 15 more minutes."* The crew reluctantly agreed that the best chance of rescuing everyone required Milam to enter the water again.

The HH-65 lowered Milam to the raft to assist a second survivor into the basket. As with the first one, the second man became combative and Milam subdued him with a solid punch before positioning him in the basket. Feeling severe effects of hypothermia, Milam turned to the raft and explained to the remaining men to stay calm and follow his instructions. The basket came back down. Milam later recounted, *"I cannot stress how awesome of a job the crew did up there. Turbulence made it difficult to hold a steady hover and they were delivering that basket to me on these hoists within arm's reach almost. On the third person we pulled out, I literally had a hold of the raft in my left hand, and I grabbed the basket in my right hand, and I never let go of the raft."*

After sending up the third man, Milam clung to the outside of the raft with a suit full of water and unable to climb in. The basket came down for the final survivor who jumped feet first into the basket. The basket flipped upside down with the survivor on his belly and the basket on his back. The basket had tangled the hoist cable, but Milam pulled the panicking man out. With one hand, Milam uncoiled the cable from the basket,

while holding the survivor with the other. A wave broke over the two men and Milam lost his grip. The cable untangled from the basket, but it wrapped around the victim's neck. From above, Maghupoy saw what was happening, told Carroll, and let out the cable to avoid strangling the man. As Milam struggled to grab the basket again, the man jumped on him and pushed him under the water. Milam fought off the man, subdued him, forced him into the basket and watched him rise into the helicopter.

Milam later recounted *"I never really dwelled on getting cold until those four guys were gone and safely in the helicopter. Once the last guy went up in the helicopter, that's when I really started feeling cold and really knew that I was now in trouble."*

Maghupoy lowered the basket again to Milam. By now, his hypothermia and combative encounters had left him exhausted, delusional and unable to move. His crewmates above could only watch as he clumsily maneuvered away from the basket. Milam later claimed, *"In my mind I thought I was doing everything fine. I thought I was swimming, I thought I was stroking, I thought I was doing everything. Because I was so hypothermic I didn't know."* Milam was not fine--drifting in and out of consciousness. Maghupoy could see it from above and directed Carroll to maneuver the basket close to Milam, so he could scoop him out of the water. Maghupoy scooped him out and Milam was hoisted into the helicopter.

The HH-65 raced to Dutch Harbor and delivered the survivors and Milam to the clinic. He regained consciousness wrapped in electric blankets and surrounded by heat lamps. He could not remember getting into the rescue basket, but he did remember hoisting up to the helicopter and getting dumped on the helicopter floor. After several hours of recovery at the clinic, he was released. Doctors told him he would be susceptible to the cold from then on.

In October 2007, AST1 Milam was honored at the Coast Guard Foundation Dinner in New York City in front of 900 guests. Milam took the stage as his harrowing tale was recounted for the audience. At the ceremony, he received the Foundation's Individual Award for Heroism from the Commandant, ADM Thad Allen. The entire crew received the Coast Guard Aviation Association's Captain Frank Erickson Aviation Rescue Award and Milam was later honored as the guest of First Lady Barbara Bush at the 2008 State of the Union Address. He is one of the many distinguished aviators of the long blue line.



ATC Mobile Chief's Mess Dedicated By Ptero Gary Gamble, Aviator 1826

The Chief Petty Officers from

On 26 May, I was privileged to be invited and to attend the dedication of the newly renovated Chief's Mess at ATC Mobile. The Chief's Mess was completely renovated and dedicated to ASTC Fernando Jorge who sacrificed his life on 28 February 2012 when H-65 6535 was lost during a demanding night training evolution over Mobile Bay.

ATC gathered at the flag pole for colors at 0800, followed by the dedication and ribbon cutting at the renovated Chiefs Mess adjacent to the Gator Lounge aboard ATC.



ASTC Ilima Maiava (L), AMTCM Tory Shepard, CAPT Hulser, and AETCS Nicolas Lanthier cut the ribbon.



ATC Mobile CO, Ptero CAPT Christopher Hulser, Aviator 3499, addresses the audience.

Rittichier Bust Unveiled



CGCV Master at Arms, Master Chief Russell Weeks (L) & CGAA Enlisted Ancient Al MC Jaime Young Admire the Bust.

We Pteros and especially the remaining family of the late Jack Rittichier have fellow Ptero Jim Loomis, Aviator 1179, to more than thank for establishing memorials to Jack, not only at Kent State, but now the very touching bronze bust of Jack atop an artistic pedestal in its place of honor at the Naval Aviation Museum in Pensacola.

As we know from previous Pterograms, Jack was amidst the first trio (along with Ptero Lonnie Mixon, Aviator 878 and the late Lance Eagan, Aviator 1060) of USCG aviators assigned to USAF for service in Vietnam, giving his life with crewmates of HH-3 Jolly Green 23 but two months into his tour of duty in June 1968. That story of deter-

mination and valor is well captured in the storyboard now in place next to his bust, which appears in the background of these photos of the unveiling of that bust at June's CGCV Association proceedings, and will find its way in its entirety into next issue of the Pterogram. Jack's tedious USAF career of flying racetrack patterns in his B-47 laden with strategic weapons, to a civilian life of crop-dusting (and failing to avoid wires) and student helicopter-flying, to a rewarding life in an orange USCG flight suit flying domestic SAR missions, is all there.

So, this story is focused on June 2021, the unveiling a significant step in Jim Loomis' long efforts of recognition; Jim virtually Jack's replacement in the 2nd wave of USCG aviators to Jolly Green service in 1969. It was 2003 that Jim re-connected with his memories of Vietnam after attending Jack's Arlington ceremony, Jim then spending two weeks at Kent State's archives to find that Jack was famous there for not "3 yards and a cloud of dust," but 10 yards per carry.

Jim's initiatives to annually recognize Jack at Kent State were met with strong support from Past-President Mont Smith for more than the last dozen years, President Mike Emerson and his sidekick Ben Stoppe adding to not only that, but the evening so well illustrated right here.

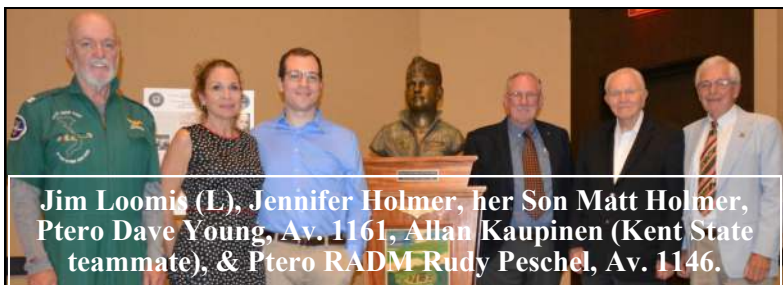
There's no better tribute to all of Jim's devotion to Jack's memory than this from Jack's niece, Jennifer Holmer: "Thank you all, from Jack's family. We are so proud of the USCG; we are humbled by the efforts of others to recognize Jack, and hope that this helps promote the USCG as it continues to serve and save lives." She continues: "I was 10 when Jack died. His wife Carol was a wonderful Aunt to me and my sisters, often sending handmade stuffed animals which were treasured. She was Jack's ambassador to us."

CGAA can now be an ambassador of heritage and remembrance back to Jennifer and her son, Matt, by sending them all the stories of Jack that we can find. Jim Loomis has "the point."

For their invaluable assistance, the CGAA extends its admiration to the following people: skilled wood artisan Ptero Harvey Orr, Aviator 1157, master sculptor Benjamin Victor, the only living artist with three of his sculptures in the National Statuary Hall of Congress, and our special appreciation to the CG Combat Veterans' Assn.- we thank you for your combat service, and for your generosity.



Jack's Bust at Naval Aviation Museum.



Jim Loomis (L), Jennifer Holmer, her Son Matt Holmer, Ptero Dave Young, Av. 1161, Allan Kaupinen (Kent State teammate), & Ptero RADM Rudy Peschel, Av. 1146.

AUXAIR: Our COVID-19 Response

By Roger Bazeley [From Navigator Express, 1st Qtr. 2021 Edition]



Auxiliary pilot William Melohn and pilot Heinz Gert de Couet of D14 handing over a fledgling wedge-tailed shearwater to Wildlife Rehabilitation manager Juan Carlos Guerra, at Upolu Point airfield. D14 Aux Public Affairs photo.

In December, AUXAIR teamed with the Hawaii Wildlife Rehabilitation Center, located on Hawaii Island, to help save a Lanai Island critically endangered fledgling wedge-tailed shearwater shorebird by offering transport capabilities. Actually, Kauai Island is the habitat of 90 percent of the remaining population. Ensuring a protected rich, diverse, and sustainable ocean environment is part of the Team Coast Guard environmental protection mission.

The flight aircraft originated from the Honolulu airport via Lanai Airport, Upolu Point Airport, and ended four hours later returning to Honolulu Airport. The crew was greeted by Ms. Christina Donehower and accepted delivery of a fledgling Wedge-Tailed Shearwater in need of special care by the veterinary staff at the Wildlife Rehabilitation Center near Upolu Point. Within a few minutes, the flight was airborne again in the direction of the Big Island. At Upolu Point, the crew was greeted by Wildlife Rehabilitation Manager Juan Carlos Guerra, who accepted delivery of the sick bird.

injured or recovered animals and birds. Their efforts are a significant force multiplier for the local Coast Guard air station.

As demands on the Coast Guard have accelerated, legislation expanded the Commandant's authority to use the Auxiliary, and especially AUXAIR, to assist other federal agencies, state authorities, and local governments. By 2011, AUXAIR began integrating routine patrols into operations with the National Oceanic and Atmospheric Administration (NOAA), flying within the National Marine Sanctuary along the nation's coastlines. These missions help support the Coast Guard's mission of Marine Environmental Protection.

These are but a fragment of AUXAIR duties and responsibilities. As more missions and operations are integrated into Auxiliary Aviation's area of responsibility, the need for pilots, and especially for observers, has become critical and recruitment has become a daily effort to enlist more observers.

With 200 aircraft and 300 personnel, Auxiliary aviators provide a dedicated force multiplier by increasing the number of aircraft available for the mission of filling in when Coast

Auxiliary Flotilla 140 -01-10 Hawaii 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 in-

Guard Air is called away for more demanding missions. "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," said AUXAIR Pilot William Melohn.

AUXAIR is an Auxiliary operational program with participation in various missions ranging from transport to search and rescue. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. Member training and certification are available for pilots, observers, and aircrew.



Hawaii Wildlife Center Photo.

AirSta Traverse City Hangar Named Vice Admiral Currier

By Ptero Mark Benjamin, Av. 1665

On 21 May, a brief but memorable dedication ceremony was held at Air Station Traverse City naming the Air Station hangar, The VADM John P Currier Hangar. ADM Ray addressed the large audience of invited guests. His remarks stressed the importance of VADM Currier's positive and long term contributions to the future of CG Aviation, especially in aircraft acquisitions and flight safety. Besides Mark Benjamin, other Pteros attending included RADM Bob Johanson, Av. 869, Tom Haase, Av. 1948, and Butch Denmark, Av. 1885, John Currier's OCS roommate.

A brief reception was held immediately following the ceremony.

[See related story in Pterogram 1-20...Ed]



L to R: Ptero ADM Charley Ray, Aviator 2311, Vice Commandant, RADM Michael Johnston, CCGD9, Ptero CAPT Charles Webb, Aviator 3422E, CO, AirSta Traverse City.



ADM Ray presents a U.S. Senate Proclamation to Mary Jané.



Mary Jane, Andrew and Ben Currier



Air Station Savannah: Low Country Life Savers

By LTJG Kelli Davis, Aviator 4987



A Day in the Life On the morning of 24 June, Air Station Savannah launched two aircraft on routine missions. One was headed out for a training sortie and the other was enroute to Charleston to relieve the ready crew. While flying, both crews received tasking from Sector Charleston; they heard a single MAYDAY call on Maritime Channel 16. Sector declared radio silence and attempted to call out to the person in distress. After several failed attempts to make contact, both of Savannah's ready aircraft were diverted in the air to begin searching. Sector had very limited information regarding the location of the MAYDAY, just a line of bearing extending from the direction that the call was made. They tasked each helicopter with a creeping line search starting from each end of the line of bearing and working their way towards each other to cover the search area. After nearly an hour of searching, the aircraft to the north, near Charleston Harbor, picked up a second MAYDAY call. While the call was muffled and barely understandable, the crew was able to use the aircraft's direction finding equipment to point them in the direction the call came from. They vacated their assigned search pattern and headed in the direction of the call while trying to get coordinates from the survivor and Sector Charleston. Within minutes, the crew in the back of the aircraft spotted an overturned sailboat in the inlet. After making an approach to the sailboat, the crew saw the survivor clinging onto the hull of the boat, visibly distressed. They quickly deployed the Rescue Swimmer to provide assistance, before hoisting the survivor to safety. The survivor was transported back to Air Facility Charleston to waiting EMS.



LTJG Michael Marcenelle (L), LT Samantha Corcoran, LTJG James Crone, Mr. Harry Tatoian, LCDR Felipe Guardiola, Av. 4300, AST2 Joseph Florio, OS2 Spencer Wilmarth, OS3 Tucker Johnson.

After talking with the survivor, they learned he had been adrift in the water for almost four hours making calls on his emergency radio that his fiancé had just gotten him for Christmas. The week following his rescue, the survivor reunited with the crew for an interview with the local media to highlight the importance of wearing a life jacket and having a working radio in case of an emergency, both of which saved his life that day.

Area of Responsibility (AOR) Air Station Savannah's AOR spans more than 500 miles of coastline from the northern border of South Carolina, covering the entire coast of Georgia, down to Melbourne, Florida. It covers the intra-coastal waterways and marshlands and up to 100 nautical miles offshore. The area covers the 3 major ports of Charleston, Savannah, and Jacksonville in addition to the major cities of Myrtle Beach, SC, Brunswick, GA, St. Augustine and Daytona Beach, FL. The Air Station is located on Hunter Army Air Field in the heart of Savannah and also staffs an Air Facility (Airfac) on Charleston Executive Airport (KJZI). Maintaining the Airfac allows Air Station Savannah to split the AOR into two sections sharing responsibility between two B-0 ready aircrews. Each day the air station sends one of our 5 helicopters and a fresh crew up to Charleston to stand the watch in the northern part of our AOR while the Savannah ready crew maintains the southern half of the AOR.



Mission and Aircraft

Air Station Savannah maintains and flies five MH-65D Aircraft. The MH-65D is a Short Range Recovery Helicopter designed for search and rescue, law enforcement, passenger transport, and cutter operations. It's a dual engine, four-blade helo with a dual pilot/copilot flight control setup and a hoist system for hoisting survivors into the cabin. The MH-65D is the only CG aircraft capable of operating single

pilot, but a crew typically consists of four people including a Pilot, Co-Pilot, Flight Mechanic, and Rescue Swimmer. AirSta Savannah flies more than 3,000 hours each year. The Air Station conducts routine training with surface assets in the area including nearby small boat stations, local fire rescue units, and auxiliary boats. Typical training sorties for aircrew consist of instrument flight training, flight under Night Vision Goggles with a Heads-Up-Display, hoist training, Rotary Wing Air Intercept (RWAI) practice, confined area landings, and hospital pad landings; all to support the unit's missions. For fiscal year 2021, Air Station Savannah has conducted more than 100 search and rescue cases resulting in 21 lives saved, 26 lives assisted, and \$2,000,000+ worth of property saved with more than 4 months still to go in the fiscal year. While Savannah's primary mission is search and rescue, we also have aircrews who maintain qualifications in RWAI operations in support of the National Capital Region in Washington, DC as well as Presidential travel around the country. This mission consists of patrolling, enforcing, and responding to aircraft in violation of National Security Temporary Flight Restrictions. Savannah is 1 of 4 units that provide aircraft and personnel in support of the RWAI mission. By July this year, AirSta Savannah has completed more than 20 RWAI Deployments.



Two Air Station Savannah MH-65D's, Tybee Island, GA

Low Country Legacy

Air Station Savannah and Air Facility Charleston are located in the low lying marshlands of Georgia and South Carolina known as the "Low Country." The unit's signature four leaf clover symbol is marked on the tail of each aircraft and worn on the uniform name tags of each member at the unit; it's the mark of the Irish heritage of Savannah, GA and the clover is thought to bring good luck to our crews each time they depart for a search and rescue case. Known as a SAR-heavy air station, at a prime location, and with highly professional crew and strong morale, AirSta Savannah is a highly desirable unit within the MH-65D community. Each crew member who passes through earns the title of a 'Low Country Life Saver,' a coveted title to be worn proudly throughout the rest of their careers.



Mr. Harry Tatoian, survivor.



Mail Call! This issue's mail is brought to you by a North American Avia- tion SNJ 'J Bird.' The CG received 24 USN SNJ-5/-6s beginning in 1943 through 1946. They were assigned to CG Air Stations. They were used as station utility aircraft, instrument proficiency trainers and for cross-country navigation training. The last was returned to the Navy in 1948.

On a Dark and Cloudy Night

I enjoyed Ray Copin's story in Ptero- gram 1-21, and I can attest to his C- 130 drop accuracy: On 27 Aug 1964, he and I launched on multiple F/Vs in distress following a NW Pacific Storm. Two vessels sunk, but we dropped several pumps, one of which dropped on the vessel's bow!

Ptero Art Wagner, Aviator 769

I pulled out my flight logs and saw the 8/64 mission you mentioned. Not surprisingly, about all I saw was 2.8 hours and 'Search.' Reminded me of my comment in my "Dark and Cloudy Night" tale that rescuers, or those attempt- ing rescue, often, perhaps rarely, have feedback unless the whole thing is something huge and deserving of media coverage. Of course, in those days, technology was more than primitive. Documentation/ Communication/ etc.

Anyway, we've both, like other brothers (and now sisters) have had similar experiences, i.e., did our thing but later heard little of how it all turned out. Not because of anyone's specifically intent to keep quiet, just because it was time for the 'system' to move on. Same with rescuers or would be rescuers... go back to pier or land and then, get busy with other 'stuff.' Like, yeah, that was last night or this morning, but it's time now to do lots of things such as training, collateral duties, get ready for next duty period, etc.

Ptero Ray Copin, Aviator 744

San Francisco was one of the highlights of my career. Remembering you and the entire crew is facilitated by going back to the logbooks and reveling of those days. I tend to tell a tale, but then go to the log book and find it did not happen that way!

Looking back and comparing to today's ops, I find the same great spirit, love of mission, dedication, et al. The professionalism exhibited today is the fruit of a long line of exceptional predecessors.

Proud of today's Coast Guard Aviation!

Ptero Art Wagner, Aviator 769

Heroic 2000 CG Air-Sea Rescue Documented By RADM Carlton Moore, USCGR (Ret.)

In the year 2000, the U. S. Coast Guard released a list of the "Top Res- cues of the Century," They also named the "Greatest Rescue:" "Coast Guard Air Station Elizabeth City, North Carolina performed one of the most heroic rescues in CG history on December 17, 2000."

Rescue aircraft are launched in re- sponse to a distress call from the cruise ship *Sea Breeze I*. As the listing vessel, battered by hurricane force winds and 35-foot seas, takes on water, the lives of 34 crewmen are in imminent peril. The pilot of the first helicopter to ar- rive sees that the vessel could capsize at any moment and hoisted 26 crew- members to safety, a record for a sin-

gle helicopter rescue. The second helicopter rescues the remaining crewmembers before the vessel sinks.

There are many reasons pilots from other services transfer to the Coast Guard. Reasons include spending more time with family (as opposed to long overseas de- ployments), more challenging flying conditions (on-the- deck flying with no horizon), more flying opportunities, and, of course, a true commitment to serve and save lives.

These pilots make a special sacrifice to enter the Coast Guard. Competition for openings varies, but is ever- present; approximately 60% of those successfully screened will be selected.

In the *SeaBreeze* rescue, there were ten pilots. Only half earned their wings with the Coast Guard:

Ptero LT Dan Molthen, Av. 3092: Prior U.S. Navy pilot
Ptero LTJG Craig Neubecker, Av. 3388A: Prior U.S. Army pilot

LCDR Randall Watson, Av. 3010: Prior U.S. Army pilot
ENS Steve Bonn, Av. 3546A: Prior U.S. Army pilot
CDR Charlie Holman, Av. 2203: U.S. Coast Guard pilot
Ptero LT Eric Storch, Av. 3384: U.S. Coast Guard pilot
Ptero LCDR John Keeton, Av. 2807: Prior U.S. Army pilot

LT Kristina Ahman, Av. 3445: U.S. Coast Guard pilot

LT Mark Ward, Av. 3283: U.S. Coast Guard pilot

CDR Rod Ansley, Av. 2294: U.S. Coast Guard pilot.

RADM Moore's book is available for purchase (\$21.99) from Arcadia Publishing.

CG Auxiliarist Receives Flight Wings

Mr. Thomas Powers presided as DSO-AV over John Moore's winging ceremony, first wings as Aux- iliariast, on 5 JUN 2021. John's wife, Lee, pinned on his wings.

Lee also received a certificate of appreciation from Mr. Flowers.

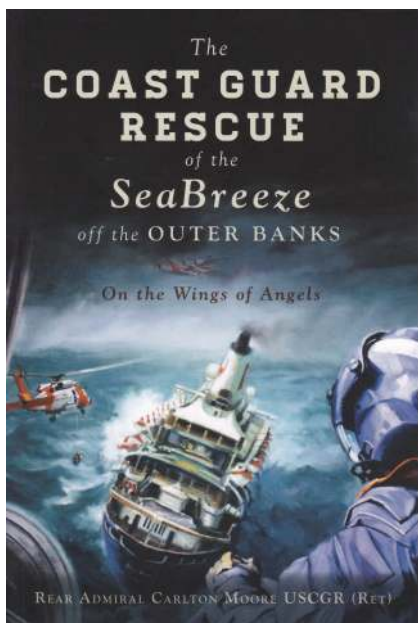


LTJG Morgan Garrett Interred at Arlington National Cemetery

On 14 June, a flight of aviators joined other Coast- ies and friends in paying respects to LTJG Morgan

Garrett and her family during funeral services at Arling- ton National Cemetery. A 2019 Coast Guard Academy Graduate, Morgan Garrett made the ultimate sacrifice during flight training on October 23, 2020. Her U.S. Navy flight instructor, LT Rhiannon Ross, also perished in the accident. Their loss is a stark reminder of the inherent danger Coasties face every day.

The brief ceremony featured a poignant eulogy that highlighted Gar- rett's love of aviation. It also included a preci- sion flag folding evolution and rifle salute by the Honor Guard, and a proud fly- by of a C-130J.



2021 ARMED SERVICES YMCA ANGELS OF THE BATTLEFIELD AWARD RECIPIENT

AST1 Trevor J. Salt, assigned to Coast Guard Sector North Bend, was selected as the CG recipient for the 15th Annual Armed Services YMCA Angels of the Battlefield (AOTB) Award. AOTB is an annual award that recognizes one enlisted medical professional from each branch of the Armed Forces. AST1 Salt was recognized for acts while serving as the Rescue Swimmer on an MH-65D in response to medically evacuate a 42-year-old female that had fallen down a 50ft cliff and her uninjured 40-year-old hiking partner. The woman was reported to have a spinal injury and multiple broken bones. When AST1 Salt arrived at the patient's location, he found two people, one severely injured and one uninjured, huddled in a small grove of trees. AST1 Salt evaluated the patient and confirmed the presence of a spinal injury, broken bones, shock, and hypothermia. After talking to the uninjured survivor, AST1 Salt confirmed that both survivors had slipped on the ice and fallen over 1500ft from the summit of Grayback Mountain. The injured hiker hit multiple rocks and trees during the slide until her fall was arrested by the grove of trees she was now lying in. The rescue swimmer stabilized the patient and began construction of a stable and level snow platform to create a safe working area for himself and the two survivors, mitigating the 30 degree slope of the ice-covered terrain. At first light, knowing a hoist attempt was going to be made, AST1 Salt identified a hoisting area and worked to dig a path over 80ft long with the uninjured survivor. They constructed a 4ft x 8ft level hoisting platform and lined the path between the patient and the hoist location with safety lines. In total, AST1 Salt moved over 300 cubic feet of snow. Without these site improvement measures, he knew the risk of falling while moving the patient for a hoist was inevitable. AST1 Salt's actions were extraordinarily heroic and brought great credit upon the U. S. Coast Guard. *[See related story on P. 5 of Pterogram 1-21...Ed]*



Ptero's Lost Dog Tag Found After 65 Years

My father, Ptero ADC Sylvan L. (Sy) Schiffman. P-2825 (deceased 9/6/19) lost his military dog tags in the water or on the beach in Cape May, NJ. They were found 65 years later on 29 May by a man named Joe Franco with his metal detector on a beach in Cape May. The story was initially carried by the New Jersey channel 12 news station has now gone viral.

Cape May is where my father went to boot camp in 1955. His first duty station was also Cape May where he was a dental tech in the dental clinic until around November of 1957. I know this because I was born in Cape May in 1957 on October 9th.

My father had a lifelong love of sailing. I imagine that Sy learned to sail while he was stationed in Cape May. The story that the newscasters later used about the military ID being lost while he was sailing and a boat capsized - is how I imagine the ID got off of Sy's neck and lost into the Atlantic Ocean. That part of the story is fabricated but it's not unfathomable, PUN intended.

At around 10:30 AM on Sunday, May 30, 2021 I noticed the text on my cell phone from a stranger, Robert Brodhead. In Chief Brodhead's text message he said that he believed that I was related to the dog tag that the screenshot photo depicted, the one which accompanied his text that he sent to me on Saturday evening. Chief Brodhead belonged to the Facebook group called Cool Cape May. He read the post that had the picture of the military Dog Tag that Joe Franco's wife posted on Facebook.

Unbelievable, but true!

Mark Schiffman



ADM Charley Ray Retires

ADM Charles W. Ray was relieved as vice commandant of the U.S. Coast Guard by ADM Linda L. Fagan during a military change-

of-watch ceremony held 18 June at C.G. Headquarters.

Ray served as the vice commandant since May of 2018 and led the Service's recapitalization of its legacy fleet of ships and aircraft while ensuring the Coast Guard's 81,000 active duty, reserve, civilian, and auxiliary members were "Always Ready" to answer the nation's call. Ray retired from the Coast Guard after 40 years of service and received the Department of Homeland Security Distinguished Service Medal from the Secretary of Homeland Security, Alejandro Mayorkas.

"I am extremely proud of the dedication and resiliency I have seen throughout our service and throughout my career," said Ray. "It has been an honor to serve with the men and women of the Coast Guard and it is my privilege to pass the reigns of vice commandant to ADM Fagan, a true trailblazer and inspiration to so many." ADM Fagan most recently served as the commander of the Coast Guard Pacific Area.

"Thank you, ADM Ray, for your service and your extraordinary leadership. You have made a tremendous, and long-lasting impact on our great service and we will strive to build upon your extraordinary work," said ADM Karl L. Schultz, Commandant, U.S. Coast Guard. "ADM Fagan, it is an honor to welcome you as the first woman to serve as a four-star admiral in the U.S. Coast Guard, and I congratulate you as you assume the duties as our 32nd Vice Commandant."

CGC Elmer Stone Change of Command Held



CGC STONE's post-commissioning Change of Command occurred on 23 June in Charleston, SC, the cutter's homeport. Comments from VADM Poulin (COMLANTAREA), the presiding officer, highlighted the superb performance of CAPT Adam Morrison and his crew with special praise for their remarkable operational activities during a pre-Commissioning cruise. CAPT Morrison was then relieved by CAPT Clinton Carlson. After the ceremony, CGC STONE's Matron of Honor Alexandra (Alex)

Stone Bongiorno presented to CAPT Carlson a customized Keepsake Box bequeathed by her father the late Raymond E. Stone, containing memorabilia gifted by CGAA. CGAA also presented *Float Planes & Flying Boats* by the late Ptero Robert B. Workman, Jr. CAPT, USCG (Ret.), Aviator 914, to both COs.

The photo depicts article author and CGAA Memorials Lead Ptero Ray Miller, Aviator 2141, and CGC STONE Matron of Honor Alexandra (Alex) Stone Bongiorno on the dock at FLETC Charleston, where CGC STONE and other NSCs are moored.

Outlying Landing Field (OLF) Agreement Signed

On 29 June, Coast Guard Aviation Training Center Mobile signed a letter of agreement with the Navy for use of a training field at Naval Air Station Whiting Field in Milton, FL. CAPT Christopher Hulser, ATC Mobile CO, signed a Letter of Agreement with U.S. Navy CAPT Paul Flores, Naval Air Station Whiting Field CO, to establish the first CG Outlying Landing Field to be used for daytime rotary-wing operations for aviation student training flights. This partnership allows CG aviators to exclusively train in a non-congested airspace at OLF Silver Hill, in central Baldwin County, AL. The CG's use of this airfield is expected to enhance the safety of aircrews as well as the general aviation community.



CGAA Local Coordinator Program

The Local Coordinator Program 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, as well as the local Air Auxiliary, and recruit new members

The Local Coordinator represents the CGAA to the following:

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

We still need Coordinators in Astoria, Borinquen, Humboldt Bay, and AirSta Elizabeth City. In addition, Tex Coffee has moved from Miami and Jeffrey Hartman has left Port Angeles. If you are located in any of these six areas, give this a try.

Covid-19 has caused the cancellation or severe restrictions on virtually all scheduled events. However, our LC's coordinated with the various Commands for the annual CGAA awards presentations last year held all over the country. This has been but one example of the good work of our Coordinators representing all Pteros. Since Roost 2021 will also be virtual, our Local Coordinators will once again be pressed into service to assist VP for Roosts Jay Crouthers.

Take a look at this list, contact your Local Coordinator and offer up some assistance. Or, just go ahead and be one. If you wish to become a unit LC, contact Ptero National Coordinator Jim McMahon at jim.mcmahon44@yahoo.com or 281 753 5221.

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@mediacombb.net	252 267 1709
Barbers Point	Scott Harris	snlvrhawaii@yahoo.com	808 345 9484
Borinquen	Open		
Cape Cod	Brian Wallace	ccjbwlbs@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
Denver/C Springs	Tim Tobiasz	tobiascg@mac.com	504 470 5040
Detroit	Bob Shafer	robert.Shafer@cgauxnet.us	313 706 0840
Elizabeth City (ALC)	Don Dyer	helomonkey@gmail.com	618 541 4218
Elizabeth City (AirSta)	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	Open		
Mobile	Gary Gamble	Gary.e.gamble@gmail.com	251 268 9203
New Orleans	Dave Callahan	davcall16@aol.com	251 458 6619
North Bend	Lance Benton	lancebenton@me.com	541 756 6508
Pensacola	Kevin Marshall	kevinandmaryliz@yahoo.com	251 776 3914
Point Mugu	Pete Heins	k1fjm@aol.com	805 796 6693
Port Angeles	Open		
Sacramento	Steve Delikat	stdelikat@hotmail.com	916 218 9321
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

POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES *by the Coast Guard Aviation Association / Ancient Order of the Pterodactyl*

The CGAA has established a mentoring program designed to assist all of our aviation personnel in securing post-Coast Guard employment. Several people have volunteered to counsel and assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers. See the list in Pterogram 1-21. **However, before they can talk, you must be a member of the Association. Have your member number ready. To join online:** <https://aoptero.org/membership/>.

LOCAL ACTIVITIES

MORALE DAY IN TRAVERSE CITY-On July 1st, CGAA sponsored an Air Station Traverse City morale day to recognize the 75th Anniversary of the Air Station that could not happen last year due to Covid-19 and to celebrate successfully working through Covid-19. **But most of all, to say thank you to the entire crew for the hard work in preparation for the unit hangar dedication and naming for VADM John P. Currier.** Chief cooks were Command Master Chief Brad Young and unit XO CDR Andy Clayton, Aviator 3827.

Picnic was open to all Air Station active duty, retired Ptero's, Air Auxiliary and



L to R: Thad Saur, Diz Dalzell, Randy Blunck, Chuck Billadeau, Paul Klein, & Mark Benjamin



MC Young



Did we mention the food?
SN Buchowitz (L) &
SK1 Blanchard Enjoyed it.



L to R: Tom Haase, Thad Saur, &
Tim Goldsmith

dependents. 150+ attended. Photos by John Russell and LTJG Pam Manns.

Report of CGAA Local Coordinator, Ptero Pete Heins, Aviator 1504, On FOB Pt. Mugu & CGAIRSTA Ventura Construction Site

On 09 June, I had a very productive morning at the facility. After living with the COVID lock-down for the past year, it was a pleasure to be able to visit the FOB. Upon the invitation of CAPT Tom Cooper, Aviator 3360, CO of CGAIRSTA San Fran, who oversees FOB Pt. Mugu's Operations, I attended an All Hands FOB Meeting & Ceremony, presenting various awards including medals to LT Gus Castronovo, Aviator 4689A, AETC Nate Hawkins, & AETC J.D. Hernandez.



LT Castronovo Receives
his Achievement Medal
from CAPT Cooper (L).

LT Castronovo was cited for superior performance of duty while assigned to AirSta San Francisco from June 2016 to July 2018, and Forward Operating Base (FOB) Point Mugu from August 2018 to August 2021... Exhibiting great professional competence, on 12 February 2018, he responded to a sailing vessel beset by heavy seas and taking on water offshore San Simeon, CA. Avoiding the risk of hoisting beside the vessel's wildly swinging mast, he resourcefully deployed the rescue swimmer to the water directly adjacent to the vessel, then completed challenging basket hoists of all three mariners, saving their lives.

AETC Hernandez was commended for his performance of duty while assigned to AirSta San Francisco and Forward Operating Base (FOB) Point Mugu from July 2016 to July 2021. Demonstrating exceptional operational expertise along 650 miles of hazardous Pacific coastline with unpredictable weather, heavy surf, and mountainous terrain, he flew over 228 flight hours as an MH-65D flight mechanic and executed eight search and rescue cases that saved three lives.

AETC Hawkins was cited for outstanding achievement while assigned to AirSta San Francisco's Forward Operating Base (FOB) Point Mugu, CA from June 2016 to July 2021. As one of the FOB's plank owners, he oversaw the delivery and installation of over \$200K in aircraft tooling, ground support equipment, and office furniture to ready the unit for operations... Notably, in the winter of 2018, he launched in response to catastrophic mudslides in Carpinteria, CA, completing multiple difficult hoisting evolutions to assist one life and save another, including one critical dialysis patient.



AETC Hernandez
Receives his Com-
mandant's Letter
of
Commendation.

After CAPT Cooper completed his presentation, the program was turned over to me so that I could introduce myself as the CGAA LC for the FOB & to brief All Hands about the CGAA. I told them that as a fixed wing pilot, I'd been based in Miami, Elizabeth City, Sacramento, as well as CGRU AIRSTA Miami and had spent a lot of time associated with the HH-52A & HH-3F programs. At CGRU AIRSTA Miami, I saw the departure of the HH-52A and the arrival of the HH-65A. I also described the missions of CGRU AIRSTA Miami, which was the only substantial USCG Aviation Reserve Unit in the '70s and '80s. This was of great interest to some FOB personnel because the CG is about to start a substantial Aviation Reserve Program. In fact, LT Castronovo is separating from Active Duty to attend UCLA grad school and has been thinking of becoming a Reservist. I also briefed the group on my USCG/USCGR/Airline Career.



AETC Hawkins
Receives his CG
Commendation
Medal.

What the Pterodactyls can provide Active Personnel seems to be a well-kept secret. Not many of the FOB personnel had even considered joining CGAA or even been aware of the Pterodactyls...until my visit. While the yearly Roost & the 'Pterogram' are great to have available, in reality, the most important item which CGAA can provide is the Post CG Aviation Advisory Employment Services Program (Mentoring) to personnel separating from Active Duty.

After the ceremony, "Plank Holder", Chief Hawkins gave me a tour of the spartan FOB facilities, located in part of the Naval Air Weapons Station Pt. Mugu Control Tower & Meteorology Office Hangar. FOB Pt. Mugu has now been operating for five years since the disestablishment of CGAIRSTA Los Angeles! It will be about two more years until the CGAIRSTA Ventura facilities, including Hangar, Admin Building, & ramp are completed.

To complete my visit to USCG Facilities at NAWS Pt. Mugu, USCG Construction Representative Clark Menkes, a multi-decade USCG Civilian Engineering employee, showed me the 27-acre AIRSTA Ventura site now under construction. Until now, there has been nothing to see, other than the huge expanse of the site, with small USN Building #153 just to the

East of the Property. (A photo of Building #153, the building site, and this reporter previously appeared in the Fall 2020 'Pterogram'.) This time, however, the views had completely changed! There is now a large sign proclaiming that the Air Station, complete with a large, 4-bay hangar, an Admin. Building, and very large ramp is under construction. Clark outfitted me with a hard hat and bright yellow vest, to show me around the construction area. Lots of earthmoving equipment was in use to prepare the entire site for lots of concrete work! One can see the historic NAWS rocket, drone, and aircraft display about ½ mile to the East on CA Rte-1. In addition, the threshold of Runway 21 can be seen, as well as the CA ANG 146th Squadron facilities, about a mile to the Northwest.

USCG Air Station Ventura will be the first completely new AIRSTA to be constructed in more than two decades. I can hardly wait for it to be completed!



Construction site photo by
LCDR George Matthews,
Aviator 4239.





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. Here listed are early and mid-2021 "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 Valeriy N. Bednarchyk	North Bend	AET3 Bradley C. Cooper	Elizabeth City
AET3 Matt P. Hidy	Kodiak	AET3 Adam S. Holthaus	Clearwater
AET3 Jeremy L. Madsen	Detroit	AET3 Colten A. Powers	San Diego
AET3 Matthew R. Reeves	Atlantic City	AET3 Austin K. Willis	Humboldt Bay
*AET3 John R. Menne	Elizabeth City	AMT3 Cian R. Barrett	Miami
AMT3 Kelley N. Brewer	Elizabeth City	AMT3 Stephen W. Brink	Traverse City
AMT3 Eric W. Desmet	HITRON	AMT3 Kendal W. Haddox	Cape Cod
AMT3 Zachary R. Hecke	Cape Cod	AMT3 Caleb L. Isaacs	Miami
AMT3 Ty Kamiyama	Astoria	AMT3 Anthony E. Martinez	HITRON
AMT3 Colin J. Pillsbury	Clearwater	AMT3 Joseph D. Seliga	Sacramento
AMT3 Lindsey E. Tolan	HITRON	*AMT3 Isaiah P. Brown	Cape Cod
AMT3 Duncan C. Brown-Parsons	Port Angeles	AMT3 Phoenix C. Dees	North Bend
AMT3 Jacob L. Eash	Savannah	AMT3 Brittney A. Giles	Mobile
AMT3 Harrison G. Leigh	Elizabeth City	AMT3 Christopher M. McCann	Mobile
AMT3 Kenneth D. Meiggs	Mobile	AMT3 Nicholas K. Olson	Mobile
AMT3 Gina K. Ryan	Miami	AMT3 Mark A. Sandavol	Corpus Christi
AMT3 Andrew W. Tilton	Traverse City	AMT3 Ruben M. Wade	Corpus Christi
AMT3 Haoer Zheng	Mobile	*AMT3 Bryce M. Allen	Corpus Christi
AET3 Dylan M. Bryan	Clearwater	AET3 Justin J. Carnival	HITRON
AET3 Hayden B. Gochbauer	Barbers Point	AET3 Sayre T. Leisinger	HITRON
AET3 Casey J. McCormick	Corpus Christi	AET3 Morgan P. Murphy	Traverse City
AET3 Robert D. Robeson	Corpus Christi	AET3 Diego A. Rosa-Sanchez	Miami
AET3 Drew T. Schneider	Savannah	AET3 Richard N. Tzoumas-White	Atlantic City
AET3 Nicholas K. Yokoyama	San Francisco	*AET3 Brock E. Moon	Clearwater
AN Marie G. Almojuela	Barbers Point	AN Dean L. Capps	Miami
AN Kyler J. Dangle	HITRON	AN Dakota C. Denney	Atlantic City
AN Brittany J. Hodson	Cape Cod	AN Lane A. Larson	New Orleans
AN William D. Maquera	Clearwater	AN Brody R. Mazins	Elizabeth City
AN Tanner L. Moore-Sanford	Elizabeth City	AN Reed T. Schneider	Humboldt Bay
AN Richard A. Taylor	Sitka	*AN Brendan T. Lyon	Houston
AMT3 Ryan M. Anderson	Clearwater	AMT3 Jose R. Barradas-Quintana	San Diego
AMT3 Shawn M. Bowerman	Clearwater	AMT3 Alex A. Collazo Molina	Houston
AMT3 Brandon J. Deaville	San Diego	AMT3 Payton M. Ditta	Clearwater
AMT3 Nathaniel L. Edwards	Port Angeles	AMT3 Dominique A. Emerson	Houston
AMT3 Jonathon T. Hicks	Miami	AMT3 Josiah K. Pattullo	Clearwater
AMT3 Tucker G. Storer	Miami	*AMT3 Hunter T. Hitcher	Clearwater
AMT3 Dylan M. Brock	Mobile	AMT3 Darhian J. Collado	New Orleans
AMT3 Javier V. Diaz	Sacramento	AMT3 Skyler S. Gauvin	Cape Cod
AMT3 Stephen M. Miccio	San Diego	AMT3 Michael A. Rivera Barbosa	Elizabeth City
AMT3 Kevin A. Sheldon	Mobile	AMT3 Dalton T. Slone	Savannah
AMT3 Hunter G. Smoot	North Bend	AMT3 Fritz C. Stahl	Traverse City
AMT3 Austin N. Stewart	Sitka	AMT3 Chet Tidwell	North Bend
*AMT3 Bryce D. Williams	Mobile	AST3 Samuel E. Olson	Detroit
AST3 Luke J. Singer	Atlantic City	*AST3 James E. Lowen	Traverse City



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>CG Aviator Nr.</u>
5005 Tanner A. Evans		5007 Gregory J. Wilcox	5009 Thomas J. Walsh
5006 Keith R. Holmes	Sacramento	5008 James M. Walsh	5010 Cyril D. Kurland

Dues may be tax deductible; CGAA is an IRS 501 (C)(3) non-profit organization, EIN: 33-0161887

CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

NOTE: Any spouse info and phone numbers you provide will be used in the CGAA Directory/Roster - please do not include if you do not want them to be published.

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

Sign me up for:

- ☐ Life Membership **\$275** (includes a Ptero Pin)
☐ Annual Membership **\$40** (*Active Duty: Officers \$20, Enlisted \$20*)
☐ Life in 5 Life Membership after 5 \$60 annual payments

To activate your access to the members-only area on the web site, mail-in registrations to the Troy, VA P.O. Box must send an email to member-services@aoptero.org and request access to the members-only area. Be sure to include your full name and email address.

Members who join/renew online automatically have access to the members-only area.

The Ptero Store needs your input! I am so sad that I won't have the opportunity to see you in person, again, this year. The annual Roost is the time I look forward to not only selling you neat stuff from the Ptero Store but to find out what items you might be interested in in the future. Without this valuable feedback, we are running in the dark with no headlights.

We have two new items under review to see if anyone would want them. The new CGAA Decal and a T-Shirt for the twin-engine community, both pictured here. Please email me at

jay.d.crouthers@aoptero.org with your comments and suggestions.

I look forward to seeing you next year at Corpus Christi and please mark your calendar to watch this year's Virtual Roost at 1300 on Saturday 13 November.

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.

Jul 2021 **Please make copies of this form and pass it on.**

Total Enclosed: \$

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**



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 ccjwblbs@comcast.net or 508 888 7384.

CORPUS CHRISTI: Monthly luncheon. First Thursday of the month at 1500. IHOP on Padre Island Drive. For more info, contact 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 info contact Kodiak Local Coordinator John Whiddon at jbwiddon52@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 1800 somewhere in the Traverse City area.

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

Pterogram Sighting

During my recent visit to San Diego, CA, I found the last USCG Helicopter (HH-52A S/N 1395) that I had flown in, back in April 1985, at the Classic Rotors Air Museum at the Ramona Airport. The image is me (35+ years later), and 1395 and a copy of the latest Pterogram! Ptero Anthony Pena, P-2791



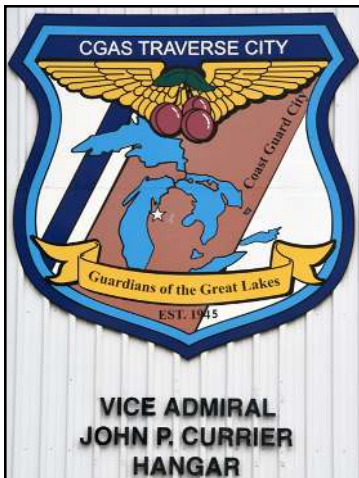
Summer 2021 - Pterogram 19

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



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VADM John P. Currier Hangar Dedicated. See Story on P. 12.



MAIL Pg. 14

**THAT'S NOT
ALL !!**



CGC Elmer Stone Holds Change of Command. See Story on P. 15.



AST1 Willard Milam's Dramatic 2007 Rescue Mission. See Story on P. 9.



Ptero & Vice Commandant ADM Charley Ray Retires. See Story on P. 15.



CGAA Local Coordinator Ptero Pete Heins, Aviator 1504, visits CG FOB Pt. Mugu/AirSta Ventura, CA CO CAPT Tom Cooper, (L) & crew. See Story on P. 17.

