



PTEROGRAM

Coast Guard
CGAA
Aviation Association

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

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

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2022 Corpus Christi Ptero Roost is Fast Approaching By Ptero John Pasch, Aviator 2760, Roost Coordinator

Now is the time to file your flight plan for the Roost, 1-4 November, in sunny, south Texas...

I recently drove through downtown Corpus Christi noticing how well this area has grown, developed and welcomes guests. Our Omni hotel is next to the marina, local breweries, electric scooters for cruising the boardwalk, all with a stunning view of the "Blue Ghost" Lexington Aviation museum across the bay. Current hotel rates are nearly double our **specialty** contracted CGAA/Ptero rates. The 1-4 November weather dates should make this a super Roost. Check out these Roost 2022 Web page highlights:

-A Harbor cruise with our hosting Commanding Officer, Ptero CAPT Hans Govertsen, Aviator 3516...

-Can you believe a FREE Redtail Welcome event (no-host bar) on our first day?
-Our own private band with dinner on the water WITH a Gulf coast sunset-SPECTACULAR!

-How about FREE Texas BBQ, USCG Crew social and mini-airshow on Friday? Wow! SEE ROOST 2022 on P. 6

Ptero John 'Bear' Moseley Selected for Enshrinement in the Coast Guard Aviation Hall of Honor

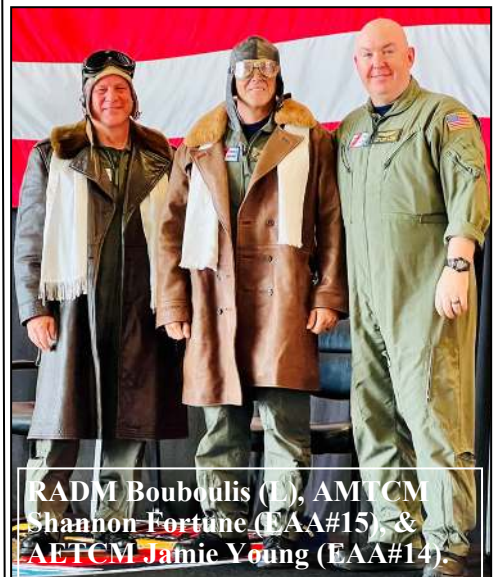


Ptero John 'Bear' Moseley, Aviator 743, was recently selected for enshrinement in the Coast Guard Aviation Hall of Honor at ATC Mobile. Bear was honored for his 'sustained superior performance for Coast Guard Aviation having a lasting positive impact.'

Specifically, Bear did an in-depth gathering of Coast Guard Aviation history which was scattered, disorganized, rather general, and in danger of being lost. The result was the
SEE HALL OF HONOR on P. 7

Enlisted Ancient Albatross Change of Watch Ceremony Conducted

On 18 July, at HITRON in Jacksonville, FL, Ptero AMTCM Shannon L. Fortune, P-5849, of HITRON relieved Ptero AETCM Jaime P. Young, P-5652, as Enlisted Ancient Albatross #14. Ancient Al RADM Mel Bouboulis officiated.



RADM Bouboulis (L), AMTCM Shannon Fortune (EAA#15), & AETCM Jamie Young (EAA#14).

Congratulations!

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 2022, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

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

MOVING????? Please let us know. Send email to: larry.hall@aoptero.org & communications@cgaviationassn.org.

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-ex officio

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A Message from 2799 (CGAA/AOP President):



Ahoy, Pteros: Thank you all for your support. The last four years have been extraordinary. I was privileged to help shape our History projects, recognize innumerable aviators, advocate for new programs, mentor commands, and plan some kick-ass social events. Our Traverse City and Clearwater Roosts seem so long ago, in the shadow of two subsequent Virtual Roosts. I can hardly wait to join up in-person again in Corpus this year. I hope you all consider going. I'm also charged about staying on as Secretary.

I met with Pete Troedsson last week, and credit our Nominating Committee for scheduling him and Ron Tremain for the front seats. We can't do much better!

Finally, sincere thanks to Ben, Janis, Mark, Mike, Steve, Jack, Jay, Gary, Mark B., Larry, Ray, Scott, Tony, Sean, and Bear. You are all American Heroes!

Lame Duck regards. PrezMike

[All of us LTs had a great time making our fearless leader look good. He filled some big shoes and left some even bigger ones to fill...Ed]

Taps

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

Frank Chliszczyk, 1147, 11/13/21

Jerry J. Surbey, 1271, 2/22/22

Dennis W. Parker, 1455, 3/2/22

Stewart Dietrick, 2690, 4/26/22

Francis 'Jim' Wright, 1312, 6/2/22

Joseph Second, 1712, 6/11/22

Robert L. Treat, 1316, 6/24/22

David W. Edwards, 2960, 6/22/22

New CGAA Members Since 3/1/22. Welcome Aboard!

Taylor Aguirre	Life in 5	5063	Michael Bryan	Life-Regular	P-5822
Jaegar Carlyle	Active	P-5814	Alexa Criste	Active	P-5802
Stewart M. Dietrick	Life Regular	2690	John Fagan	Life-Regular	2927
Shannon Fortune	Active	P-5849	Christopher Hale	Active	P-5812
Russell Harris	Life-Regular	2379A	Brian Hogge	Active	P-5805
Don Klingenberg	Regular	1705	John Leach	Life-Regular	3609
Andrew Lovlien	Regular	P-5815	Michael Mendes	Active	P-5803
Kalen Palko	Active	P-5801	Joseph Plunkett	Life-Regular	4289
Jonathan Powers	Active	P-5813	Timothy Raymond	Life-Regular	RS-384
Rick Saber	Regular	P-5791	Orion Sargent	Life-Regular	P-5817
Samuel Sbalbi	Active	4929	Maxwell Shaw	Life-Regular	4990
Taylor Sterne	Active	P-5804	Samuel Turk	Active	4907
Shay Williams	Active	3647A			



Enlisted Ancient Al #14 Report to Pteros

My career started with getting assigned to CGC Dependable out of boot camp. As a non-rate reporting to a ship that was deployed to GTMO, myself and a CWO made the journey from Galveston, TX to GTMO through Miami. There was one piece of advice that he gave me that stuck with me my whole career and that was "Don't do anything that you are not proud to put your family name on".

Prior to AD A-school I decommissioned CGC Dependable, then commissioned CGC Dauntless, and finally transferred to CGC Clamp. After A-school, I was assigned to AirSta Houston where I got qualified as a flight mechanic, advanced to second class, qualified as watch captain, and OOD. HITRON was my next assignment in May of 2000, which was after the MD-902s, and before the MH-68A's arrived. During that timeframe I received training at Blackwater Training Center, and Augusta's headquarters in Philadelphia to be qualified to conduct pre, thru, post-flight inspections.

On February 12, 2002 I conducted HITRON Jacksonville's first stop of a go-fast vessel with triple inboard engines out of the MH-68A using Robar RC-50, and 13 rounds of disabling fire. I advanced to first class just prior to transferring.

AirSta Los Angeles was next where I ran the AMT shop in the absence of a Chief, requalified as a FM, and FMI in the MH-65C. During my time in LA I was a primary QA inspector, maintenance control petty officer and night shift supervisor. While in my third year I was short toured to go to ATC Mobile, Aviation Special Missions Branch to assist with the stand-up of Air Stations selected to carry out the Port See EAA #14 on P. 5

CG Academy Cadet Flying Club Takes First Place in Inter-Service Academy Flight Competition - 2022

By Cadet 4/C Marcella Silberger

The Inter-Service Academy Flight Competition took place on April 15th-17th at Stewart International Airport, NY. The United States Military Academy at West Point hosted the Coast Guard and Naval Academy Flight teams for a series of eight events to demonstrate aviation knowledge, practical skill, and teamwork. The events were judged by a panel of General Aviation specialists. The Coast Guard Academy had eleven Cadets participate in the competition under the mentorship of CDR Ryan Angelo ('04) and Chief Greg Case; 1/c Paul Gerlach, 1/c Devin McClure, 3/c Theodore Guba, 3/c Alex Regan, 3/c Alex Smigal, 3/c Ryan Younes, 4/c Gustava Drew, 4/c Marcella Silberger, 4/c Laird Strand, 4/c Anna Tate and 4/c Riley Vicinanza.



Team Photo: (l to r) (front row): Chief Greg Case, 4/c Riley Vicinanza, 4/c Marcella Silberger, 4/c Anna Tate, 4/c Gustava Drew, 3/c Ryan Younes. CDR Ryan Angelo; (back row): 3/c Theodore Guba, 4/c Laird Strand, 3/c Alex Smigal, 1/c Paul Gerlach, 3/c Alex Regan and 1/c Devin McClure.

The competition kicked off at 0800 on Friday morning with a safety and operations briefing for all personnel to mitigate the risk of the flight events – aligning with the CG practice of risk analysis for fleet mission operations. The events included cross country flight planning & navigation, an Instrument Flight Rules (IFR)

simulator course, precision power-on and power-off landings, a target message drop, an aircraft recognition exam, an E-6B Flight calculations exam, and a written knowledge test.

The CG Academy took 1st place in the Competition, winning five out of the eight events. 1/c Devin McClure – E6B, power-off landings and navigation; 1/c Paul Gerlach – IFR simulator; and 3/c Alexander Regan – Aircraft Recognition.



1/c Paul Gerlach, Team Captain, commented on the competition environment, “it’s great to get a good result but safety is our number one priority.” His favorite event was the message drop. He said it was exciting to “fly low above the airport with the rain and wind gusts, while executing the drop procedure with the Drop Master, Riley Vicinanza, in the right seat. When the door was open the wind and rain rushed in, it was noisy as I [he] gave the command ‘drop away’ and the capsule fell away towards the target on the ground.”



CG Cadets engaged in both competition and camaraderie with Cadets from West Point and Midshipmen from the Naval Academy. Cadet and Midshipmen Aviators alike shared their experiences and worked collaboratively to cover ground handling responsibilities, keeping the aircraft events running smoothly. 1/c Devin McClure shared his remarks on the event: “The Inter-Service Flight Competition has been missed amid the pandemic and poor weather in the past three years, but the CG Academy has an active group of aviators who will lay the groundwork for the future team.”



4/c Gustava Drew navigating through instrument conditions in the flight simulator, completing a course while maintaining target altitudes, airspeeds, and directions with no visual references.

Head Coach, CDR Angelo shared his enjoyment of watching the Cadets coming back smiling, flying safe, having fun and learning something about Aviation. Chief Case observed the teams’ progress through the academic year; he is proud of the work put in by the Cadets to promote safety, fun and learning in an aviation environment as an extension of the Academy experience.

A special thanks to Ptero CDR Ryan Angelo, Aviator 3909, Chief Greg Case, Ptero Coach Chris Lutat, Aviator 2686, and the Coast Guard Aviation community for the continued support of aspiring Cadet Aviators. Mission accomplished! Fly Bears!

Congratulations!

CGAA Sponsors First Annual CG Academy “Soft Patch” Ceremony

By Pteros Phil Volk, Aviator 1644, & Chris Lutat, Aviator 2686

Every Coast Guard Aviator remembers when they affixed their first set of name-tags onto their flight suit and jacket. Often this came as they entered flight training or “A” school and continued throughout their careers as they were promoted within their respective aviation specialties. Nametags,

unit patches and other aviation-specific insignia have been a distinguishing (and often copied) feature of every Aviator’s uniform going back to the earliest Coast Guard Aviators. On 23 March, the CGAA raised this concept to a new level in the first of what is hoped will be an annual event that connects older generations of CG Aviators to the newest.

Inspired by Ptero Phil Volk, Pteros of the CGAA Academy Chapter in New London sponsored and organized an event to provide this newest group of future CG Aviators with their first set of leather name tags as well as their “Coast Guard Patch” as they head to Pen-

sacola following their graduation from the CG Academy in May. Twenty of these hard-working members of the Class of 2022 joined local CG Aviators in a sponsored evening event featuring typical aviator camaraderie (complete with tall tales of unbelievable feats of airmanship), CGAA-sponsored food and drink, and of course, the presentation of flight suit- and flight jacket-ready soft patches. As inaugural events of this variety go, this one was a big hit, and 20 future aviators were welcomed into Coast Guard Aviation with style.



Cadets display their new "soft patches," ready for Naval Flight Training in Pensacola!

Attendees included CDR Andy Zuckerman (#4210), CDR Kyle Young (#3802), MUC Greg Case, CFI, CFII, CGA Flight Team Asst. Coach, and Pteros Phil Volk, Aaron 'Muddy' Waters (#3357), CDR Ryan Angelo, Aviation Club Advisor and Flight Team Coach (#3909), and Chris Lutat, Flight Team Asst. Coach.

Graduating cadets receiving their first set of soft patches: Brian Gollither, Jocelyn Highsmith, Isabella Firenzi, Erin Wood, Gavin McGahey, Connor Glynn, Abby Nitz, Devin McClure, Clare Brinkman, Cody Fidler, Emily Rivera, Ryan Barlow,



Cadet 1/C Connor Glynn receives his soft patches from Ptero Chris Lutat



Cadet 1/C Abby Nitz receives her soft patches from Ptero Chris Lutat

Jeremiah Kim, Orion Sargent, Sophia Furigay, Lily Maranto, Michael Daunt, Lillian Goebel, Christopher Stoves, William Price.



CGAA Officer Elections Conducted

As a result of a recently-conducted on-line election, the following Pteros have been elected as members of the CGAA Executive Board:

President: Ptero Peter Troedsson, Aviator 2551

Executive Vice-president: Ptero Ron Tremain, RS-191

Treasurer: Ptero Mike Brandhuber, Aviator 3358

Executive Secretary: Ptero Mike Emerson, Aviator 2799

Their terms of office will be for two years until 12/31/2024.

Many thanks to the nominating committee; Ancient Albatross RADM Mel Bou-boulis, Aviator 2915, RADM Mark Mark Butt, Aviator 2397, RADM Rich Gromlich, Aviator 2485, and RADM Jack Vogt, Aviator 2884.



Ancient Al #26 Letter to Pteros



A wing wave to all, I write this as I'm flying back from a short but sweet visit to HITRON (Helicopter Interdiction Tactical Squadron), in Jacksonville, FL where we conducted the Enlisted Ancient Albatross change of watch. It was great to be back on a hangar deck filled with CG aircraft and crews. It's always inspiring to be around folks in the field and soak in some of the energy and excitement they project - makes me long for those days back in the cockpit! HITRON recently completed the transition to all MH-65E's. The aircraft looked great and I heard lot's of praise for the enhanced capabilities and reliability of the CAAS (Common Avionics Architecture System) glassed out cockpit and AFCS (Automatic Flight Control System) enhancements.

Seeing the impressive condition of those aircraft makes it hard to believe our H65 fleet is reaching 20K hours and over 35 years of service - AND, we plan to continue operations for another 10+ years (are we crazy or just that darn good? - I say the latter). That's a true testament to the dedication and innovation of our Aviation Program and the hard work and skill of our team of program managers, acquisition and training professionals, Aviation Logistics Center folks, and all the fixers, flyers, and supporters in the field.

There's lots of good stuff going on across CG Aviation. Sticking with the helos, many of you know we are changing things up by bringing in more H60's rebalancing aircraft. We continue to make progress on re-siting our helo fleet as AirSta Borinquen transitioned to MH-60's last year and New Orleans is just finishing the transition. This not only brings greater capacity and endurance to those AOR's; but also eases the pressure on the H65 fleet to help us get the 10+ years of operations we need. On the fixed wing side, we continue to transition to all C-130 "J's" as Barbers Point gets new aircraft. We're missionizing C-27's with SACTO running lead and we plan to transition Clearwater to C-27's in 2023, and the Minotaur sensor suite will become the standard across the field. I hope to provide some more first-hand info on our fixed wing programs if I can get CG-711 to open their wallet and fund me some travel.

So let me finish things out with some of my CGAA and Ancient Al activities. I'll share five big events - Aviation CO's Conference, NHA (Naval Helicopter Awards), a retirement, change of command, and change of watch.

I attended the Aviation CO's conference at ATC in late March. Our CO's continue to lead well through some extraordinarily challenging times. I was thoroughly impressed by their ability to meet mission requirements, and highlight needs and challenges to senior leadership. I have to tell you, I left with a strong sense of confidence and pride in our Program.

Aside from the business at hand, two things stood out. CG-711 and CG-41 presented ADM Ray with some late retirement gifts - as always he was thankful and gracious in sharing praise.



Also, our CGAA hosted a superb BBQ social at the pool. We enjoyed great food and "beverages" and I even grabbed the opportunity to get a photo with 4 A/S Borinquen's COs (ADM Ray, CAPT Tom Wade, myself, and CAPT Tina Pena). I relish the bonding time - thanks CGAA!

In May, I attended the NHA East awards ceremony in Norfolk, VA. AETCM Jamie Young (EAA#14) and I were honored to represent the CG as the crew of CG6032 & 6039 from Cape Cod accepted the Aircrew of the Year (non-deployed) award and AST2 Joshua Carlson was recognized as Rescue Swimmer of the year. NHA continues to strongly support the CG and highlight the great service our crews provide - BZ & thanks Navy!

In early June, I attended the Commandant's change of command and flag/senior

leaders conference and connected with RADM Dave Belz.



I got a 'by your leave' from ADM Fagan on the last day so I could don the Ancient garb and preside over CAPT Kent Enveringham's retirement. The ceremony was held at ALC and what a great send off it was!



With lots of aviation leaders (ADM Ray, RADM Gromlich, RADM Sokalzuk and a host of senior officers and enlisted aviators), friends, and family

present amidst the backdrop of displays of each of our airframes, we held a fitting tribute to Kent's career capped off with his CG-41, Chief of Aeronautical Engineering, assignment. Kent is headed back home to Illinois and he promised to update his contact info in the CGAA register. **SEE ANCIENT AL on P. 23**

Enlisted Ancient Al #13 Report to Pteros



Greetings Pteros from your most recently retired Enlisted Ancient Albatross. I had the distinct pleasure of handing over the Ancient garb to my good friend AMTCM Shannon Fortune at a ceremony at HITRON Jacksonville on July 18th. It has been my honor and privilege to serve as your 13th Enlisted Ancient Albatross. I have known Shannon for about a decade now and I couldn't possibly be happier to put the job in

his capable hands. As I head out the proverbial door, I am proud to hand over the honor of the EAA position to an amazing friend and an incredibly deserving candidate. Take care of each other and I hope to meet more of you at Roosts and as other opportunities present themselves. Semper Paratus!

Ptero AETCM (Ret.)
Jaime Young, P-5652
Enlisted Ancient Albatross #13



EAA #14 FROM 2 Waterways and Coastal Security mission which included classroom instruction, live fire range training, and aircraft qualification syllabus completion. Of the many things that I did at the ASMB was training and qualifying, along with developing syllabus criteria, CBP members to conduct use of force out of their aircraft was most gratifying. My last year at ATC Mobile was on the hangar deck as the MH-65 night shift Chief. The summer of 2012, I transferred to AirSta San Francisco as the AUF Chief of their PWCS program as well as the QA department, AMT shop, AET shop, and finally fleet up to the Command Senior Chief billet after advancing to senior chief in 2015. At AirSta Miami, I was Leading CPO of all MH-65 personnel, AST shop, and finally Leading Chief of the Training Department. I advanced to master chief and was short toured again to assume the position at HITRON Jacksonville as the Command Master Chief.

Becoming the 14th Ancient Albatross, and being able to represent the history of aviation in the Coast Guard, I feel my career has given me the experiences to see things from a unique perspective. I look forward to what the future holds for CG aviation during the fleet-wide transition to MH-60s not only in search and rescue, but airborne use of force as well.

Thank you!

AMTCM Shannon L. Fortune, 14th Enlisted Ancient Albatross.



Introducing APAC: USCG Celebrates New Aviation Command

By Chris Day, The Daily Advance, Elizabeth City, NC [Re-printed with permission...Ed]



RDML Chad Jacoby (l) and CAPT Paul Brooks cut the ribbon celebrating establishment of the new Aviation Projects Acquisition Center at Base Elizabeth City. Jacoby is the director of CG acquisition programs and Brooks is the new unit's CO. (Chris Day photo)

A new U.S. Coast Guard aviation command is providing a permanent home to similar units that were formed on a temporary and as-needed basis.

Coast Guard officials cut the ribbon on the new Aviation Projects Acquisition Center during a ceremony held in Hangar 79 on base on 28 April. The APAC is a

permanent unit that supports the Coast Guard's efforts to acquire new aircraft and integrate them specifically to the roles and missions of the Coast Guard.

The new command replaces the Coast Guard's former system that included the creation and breakup of six temporary aviation project offices that each focused on specific aircraft.

The most recent APO was the HC-27J APO, which was formed in 2014 to "missionize" 14 HC-27J fixed-wing aircraft that were formerly used by the U.S. Air Force and retired in 2012. In last

week's ceremony, the Coast Guard renamed the HC-27J APO the APAC.

"The establishment of the Aviation Projects Acquisition Center is more than just changing the name of the unit," said RDML Chad Jacoby, the Coast Guard's director of acquisition programs. "We're evolving this capability to bring greater impact, stewardship and service to our sustainment and operational communities." The APAC will use the example set by the HC-27J APO to reimagine "how to better deploy aviation and capabilities across the fleet," the admiral said. Jacoby said the most important point of the APAC is how it will increase ser-

vice to the Coast Guard's many operations. "We have a lot of experience, know-how and creativity throughout the CG enterprise and within the aviation community," he said. "This new model will help us deploy those capabilities more efficiently and effectively."

Introducing Jacoby as the keynote speaker was Ptero CAPT Paul Brooks, Aviator 3456, CO of the new APAC. Brooks is the former XO of the Aviation Logistics Command, also based in Elizabeth City, and in his new role as APAC commander he'll lead a workforce of 104 personnel. "We're a team of professionals whose mission is to deliver new capabilities to the operational command," Brooks said in describing APAC.

According to the CG, the history of the previous five APO's dates to 1979 with the formation of the HU-25 "Falcon" APO, which was based in Little Rock, Arkansas. Also that year, the HH-65A helicopter APO was formed in Grand Prairie, TX. In 1983 in Marietta, GA, the HC-130H APO was formed, and three years later the HH-60 "Jayhawk" helicopter APO began work in Stratford, CT.

In 2002, the CG opened the HC-130J APO to oversee efforts to missionize six new "J" model C-130 aircraft. The unit also was based in Elizabeth City.



New CGAA Strategic Plan 2025 Promulgated



Strategic Plan 2025.
Defining and Delivering Greater Value to
the Coast Guard Aviation Community...
legacy, active and future.
Published January 2022.
Authored by the CGAA Board of Directors.

link legacy Coast Guard aviation with active-duty forces, gives the Coast Guard Aviation Association, its members, supporters and donors, a unique ability to...

§ Connect, communicate, and collaborate to sustain our Coast Guard aviation heritage and share our intimate knowledge of past

and present Coast Guard operations, logistics support and engineering programs

§ Catalogue and publish historical information

§ Sponsor restoration and display of historic aviation assets

§ Recognize exceptional performance by honoring awardees and supporting memorials.

VISION We honor, respect, and are devoted to the Coast Guard Aviation Community.

MISSION To support Coast Guard Aviation and its goals and to actively contribute to the preservation of the history of Coast

Guard Aviation through education, information, programs, projects and activities.

See the Ptero website, aoptero.org/about/CGAA Strategic Plan 2022-2025 for further details about where your organization is headed and how you can support it over the next four years.



REASON FOR BEING Our ability to

ROOST 2022 FROM 1

Our Roost 2022 events have been scheduled and it will be an action-packed week! Your Ptero Planning board (Capt Hans Govertsen, Av. 3516, John Mills, Zach Weeks, Av. 4863, Mike O'Leary, Marty & Ronnie Nelson, Harold Hoffmaster, Mallori Johnson, Marina Lawrence, Tony, Av. 3158, & Marta Hahn, Jeanne Pasch & Kim Buchanan) stepped out smartly to develop our activities... don't miss out on this amazing gathering. Do your own research too! "

Welcome to the Gulf Coast Capital where fun can be found anywhere under the sun. Take a trip to North Beach, just minutes from the hotel, and tour the USS Lexington Museum on the Bay or the Texas State Aquarium. We have so many

fun activities available to you from golfing at a premier course to signature experiences like Oyster Shucking that can only be found here in Corpus Christi. Take some time to explore the local area whether on horseback on the beach or hanging ten in a surf lesson in the waves." <https://www.visitcorpuschristi.com>

The world-class Omni Hotel, in downtown Corpus Christi is offering a \$115 per night special Roost rate for you beginning Nov 1st through Friday Nov 4th.

BREAKING NEWS: The Omni is extending our group rate if you care to stay the Monday and or Friday night of the Roost-week while rooms last...Book at your earliest. This includes free Wi-Fi for you Millennial-acting adults. Request the 'CGAA event' rate at (361) 887-1600 or [Omni® Corpus Christi Hotel - Luxury Hotel In Corpus Christi](http://OmniCorpusChristiHotel.com)

Travel logistics Corpus Christi Int'l Airport is fed from Dallas and Houston at this time. A free shuttle shall bring you to the hotel. If you rent a car and drive from San Antonio (SAT) the drive is 2.5 hours, Austin (AUS) is 3.5 hours, Houston Hobby for Southwest Airlines (HOU) and the George Bush Airport (IAH) is 3.5 hours driving time. Hotel parking is \$10 per night or there is plenty of free parking nearby. Nearby Corpus Christi marina can berth your vessel or yacht.

Monitor the Ptero Web site for reservations and planning your activities & SITREPs.

Remember, you haven't been out much lately...come to Texas and spread your wings...again!



HALL OF HONOR From 1

Chronological History of CG Aviation 1915-2010, and its sequel, the 2011-2015 edition, a testimony to the evolution and achievements of Coast Guard Aviation. It documents the magnitude and importance of people like Elmer Stone, Frank Erickson and the CG involvement with the development of the helicopter, the 1980 Mariel Boatlift, the 2005 response to Hurricane Katrina, the hundreds of people who have literally put their lives on the line to save the life of another by one amazing rescue after another, etc. It is a rich tapestry weaving together the achievements and contributions of all aviation personnel. CG Aviation has undergone immense changes since 1916. Once an adjunct to the service, it is now fully integrated and plays a defining role in the activities and structure of the CG. Over the past century, certain aspects of CG Aviation have achieved an almost legendary status. It is by recognition of these achievements that esprit de corps is achieved and maintained.

Bear was an active participant in the planning, promotion, and execution of the events leading up to and during the 2016 Centennial of CG Aviation. He assisted in the compilation of the CGAA's 'Decade of Achievement' and 'An Era of Achievement' brochures. His expertise was and continues to be sought by many.

In 2018, Bear received the CGAA's 'President's Award' "...in recognition of his unwavering dedication in preserving CG Aviation history as the Historian of the Association for over 25 years. Pter VADM Charles Ray, then the Coast Guard Ancient Albatross, wrote a congratulatory letter to Bear, displaying the Coast Guard's appreciation and recognition: "On behalf of the United States Coast Guard I would like to thank you for your exceptional efforts in support of the Coast Guard Aviation Association (CGAA). You were instrumental in transforming the CGAA from a mere aviation fraternity into a highly respected aviation organization. The seven years you spent working on the Chronological History of CG Aviation produced a valuable treasure of information documenting the first 100 years of our Service Aviation History. Without your efforts, much of our history would not be available to members of the Service or to the general public. Your efforts are a lasting and highly visible legacy of CG Aviation History."

The Coast Guard Aviation Association and all Coast Guard aviation personnel owe Bear a sincere and profound debt of gratitude for his priceless and lasting legacy.

The induction ceremony date is 5 October.



Coast Guard Air Station Elizabeth City By LT Nicholas Kealy, Aviator 4737

The history of Air Station Elizabeth City dates back to 1939 where the base spent its first five years under the command of the U.S. Navy. During those years, the base served as a hub for antisubmarine and Search and Rescue operations for the major shipping lanes around the Outer Banks of North Carolina. The Air Station's aviation legacy began with a fleet of Grumman Widgeon and Hall PH-2 seaplanes but after the conclusion of World War II, began a transition to the use of rotary-wing aircraft. Elizabeth City led the future of aviation Search and Rescue operations through the creation of the Rotary Wing Development Squadron, commanded by CDR Frank "Swede" Erickson. Under the command of CDR Erickson, Coast Guard Rotary Wing Aviation evolved with the integration of the Sikorsky HNS helicopter. Shortly after, Air Station Elizabeth City flew a Sikorsky HOS-1 Hoverfly helicopter for one of the first medical evacuations from an isolated location of the Outer Banks, highlighting the versatility of the helicopter and the critical need for rotary-wing aviation in Search and Rescue Operations. The Sikorsky HO-3S Dragonfly helicopter was the first rotary-wing aircraft to officially begin replacing the Coast Guard's seaplane mission. Air Station Elizabeth City then led the Coast Guard's transition to the dual-aircraft model with use of the Beechcraft C-45 and the Sikorsky HO-3S Dragonfly. Over the following decades, Air Station Elizabeth City transitioned through numerous iterations of fixed-wing and rotary-wing aircraft while steadily acquiring new missions, such as the International Ice Patrol out of Newfoundland, Canada. The Air Station acquired its first Lockheed HC-130B Hercules aircraft in 1957, leading the way for the future of fixed-wing operations in Elizabeth City. On September 16th, 1960, the crew of HC-130B CG1339 set a non-stop flight record after flying 5,225 miles over 14 hours and six minutes. Elizabeth City continued its transition through different rotary-wing aircraft until July of 1991 when the Air Station received its first HH-60J aircraft from Sikorsky, making it the first Coast Guard unit to fly the H-60. Following its indoctrination, the H-60 has proven its worth at the Air Station in notable cases such as the sinking of the cruise ship Sea Breeze where 26 survivors were successfully hoisted by a single H-60 helicopter. Together, the H-60 and C-130 have become the backbone of Air Station Elizabeth City and have resulted in the saving of countless lives across the eastern seaboard. Today, joint-operations continue between the H-60 and the C-130 as the guardians of the Graveyard of the Atlantic.

Air Station Elizabeth City maintains its proud history in the Search and Rescue mission with a workforce of more than 280. Air Station Elizabeth City's area of responsibility



stretches from the Maryland/Virginia border down to the North Carolina/South Carolina border, covering over 400 miles of coastline, and offshore to Bermuda. However, compared to the MH-60T which is a District 5 asset, the HC-130J is an Atlantic Area asset which increases the area of responsibility to cover a large portion of the western hemisphere. The HC-130J is capable of conducting operations anywhere from the Great Lakes to Newfoundland to South America to the Azores. The HC-130J is responsible for carrying out long-range offshore Search and Rescue missions, equipment and personnel transport, International Ice Patrol missions as well as Joint Inter Agency Task Force-South migrant and counter-drug operations. The HC-130J employs the use of the cutting edge Minotaur mission sensors suite for the precise execution of Law Enforcement and Search and Rescue missions. Conversely, the MH-60T's primary missions include Ports and Waterways Security, Search and Rescue operations, Maritime Security Response Team and Aids to Navigation support as well as Washington, DC contingency operations. The HC-130J and MH-60T duo also significantly improves capability, allowing for the safe execution of long-range cases, many times requiring refueling platforms from Coast Guard and Navy ships. The Air Station also routinely responds to Hurricane surge operations, such as serving as the hub in the multi-unit and multi-agency response to Hurricane Florence. Today, Air Station Elizabeth City carries on its legacy as a fleet leader in Coast Guard Aviation operations.

(Photos by LCDR Casey Corpe (H-60) and LT William Hasbrook (C-130)).



Coast Guard women in aviation —blazing a trail for 80 years!

By William H. Thiesen, CG Atlantic
Area Historian

You can do anything you decide to do. You can act to change and control your life, and the procedure, the process, is its own reward.

Pioneering Aviator Amelia Earhart

[Author's note: I wish to thank SPAR historian Donna Vojvodich for providing historical information about SPAR aviation members of World War II.]

Over the course of its over 230-year history, women have helped shape the Coast Guard and pioneered the role of their gender in the Federal Government and the nation. Women have also served in Coast Guard aviation for 80 years!

During WWII, women first saw service in the CG aviation branch. Members of the Women's Reserve, or SPARS, served in various land-based active duty ratings to free up men for overseas duty. SPARS served as aviation mechanics, aerographers, parachute riggers, air traffic controllers and Link Trainer specialists, who provided simulator training for instrument flight in poor-visibility conditions. These women included SPAR mechanics Marian Behrends and Evelyn Doell, Link Trainer Specialist Genevieve McGinnis and parachute rigger Doris Priest.



SPAR aviation mechanic Evelyn Doell working on the radial engine of a CG fixed-wing aircraft during World War II. (Courtesy of Yvette Hyatt Kovary)



SPAR aviation mechanic Marian Behrends preparing to tow a CG amphibian aircraft back to the hangar. (Courtesy of Yvette Hyatt Kovary)

As part of their duties, SPARS also

mended aircraft fabric, oversaw aviation tool shops and operated plane tow tractors. At air stations, they also kept track of the books and served as duty officers in the operations office. In addition, SPAR officer Yvette Kovary became the first female pilot to fly on behalf of the CG.



SPAR lieutenant and pilot, Yvette Hyatt Kovary, seated with a CG officer on the wing of her aircraft during WWII. (Courtesy of Yvette Hyatt Kovary)

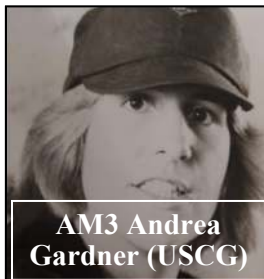
On January 1, 1976, the CG re-opened enlisted aviation ratings to women. These ratings were ones in which *"their service would not unacceptably impact the sea-isolated/shore duty ration."* Later that year, women began to enter aviation A-Schools for Aviation Survivalman (ASM), Aviation Machinist's Mate (AD), Aviation Structural Mechanic (AM), Aviation Electrician's Mate (AE) and Aviation Electronics Technician (AT).

These pioneering women graduated their A-Schools for assignments at Coast Guard air stations and began working on fixed-wing and rotary-wing aircraft beside their male counterparts. For example, in April 1976, Dior Yvonne Lowen was accepted into the Aviation Survivalman A-School and became the service's first ASM3 that, at the time, did not include rescue-swimmer duties.



ASM3 Dior Lowen showing her parents an HH-52 helicopter, the airframe she flew in as an Aviation Survivalman. (U.S.C.G.)

In September 1976, Andrea Gardner graduated from the Navy's Aviation Technical Training School to become the service's first female Aviation Structural Mechanic (AM) and AM aircrew member, specializing in the fixed-wing Grumman HU-16E Albatross. In 1977, Robyn Rogers Bregante graduated from the Aviation



AM3 Andrea Gardner (USCG)

Machinist Mate (AD) A-School becoming the first female AD and AD aircrew member. She served in San Francisco and Kodiak and specialized in HH-3 and HH-52 helicopters.



Robyn Rogers Bregante (USCG)

In 1976, Elizabeth Uhrig Danaher applied for the Coast Guard Academy's first female class, but was not selected and chose to enlist. She graduated from the Aviation Electronics Technician A-School in March 1978 to become the service's first female AT3. She served as a navigator and radioman for fixed-wing aircraft, but was later appointed to the Academy and became a CG C-130 pilot in 1985.



Elizabeth Uhrig Danaher enlisted to become an Aviation Electronics Technician and later graduated from the CG Academy to become a C-130 pilot. (U.S.C.G.)

AE3 Erminia Chillon enlisted in 1976 and, in 1978, completed training to become the service's first female Aviation Electrician's Mate (AE). She was also the first female AE aircrew member and specialized in HH-52 helicopters. In 1979, Sandra Ward graduated from C-130 Flight Engineer School becoming the service's first female C-130 flight engineer.



AE3 Erminia "Minnie" Chillon. (U.S. Coast Guard)

During the 1970s, female officers also began attending flight training. In 1977,

Coast Guard Officer Candidate School (OCS) graduate Janna Lambine became the first woman designated a CG aviator and first female helicopter pilot, specializing in the HH-3F Pelican. During her time as a helicopter pilot, she also became the first woman to land an aircraft on a ship.



Newly winged Ensign Janna Lambine standing in front of a CG helicopter with her father. (USCG)



A 1978 OCS graduate, Vivien Crea became the second woman designated a CG aviator. She was the service's first female fixed-wing aircraft pilot, qualifying first in the C-130 Hercules turboprop and later in the HH-65 Dolphin helicopter and Gulfstream II jet.

VADM Vivien Crea wearing the garb of the Ancient Albatross, the longest serving aviation officer in the service. (U.S.C.G.)

Colleen Cain, a 1976 OCS graduate, attended flight school and, in 1979, became the service's third female aviator. Lieutenant junior grade Colleen Cain became the first female HH-52 helicopter pilot, co-pilot and aircraft commander. In 1981, she became the first Coast Guard woman awarded the Coast Guard Achievement Medal. Unfortunately, during a rescue case on January 7, 1982, the helicopter that Cain co-piloted out of Barbers Point, Hawaii, crashed in heavy weather killing the aircrew. Cain was the first CG woman in the history of the service to die in the line of duty.



Colleen Cain (L) with fellow female trainees at flight school at Pensacola Naval Air Station. (U.S.C.G.)

In the 1980s, women logged more firsts in Coast Guard aviation. On June 3, 1985, the first CG aircraft flown by two

female pilots conducted a SAR mission off the west coast of Florida. The flight crew consisted of LTJG Vickie Karnes and LTJG Cathy Bierne, who flew an HU-25A out of Air Station Miami. In 1987, CDR Vivien Crea transferred to AirSta Borinquen to become CG aviation's first female Operations Officer.

Kelly Mogk Larson enlisted in the CG in 1984. In 1986, she attended the Aviation Survivalman (ASM) A-School. Next, she became the first female to complete the Navy's Rescue Swimmer School and the CG's first female rescue swimmer. In 1989, Larson's rescue of a downed aviator earned her the first Air Medal awarded to a female aviator and the congratulations of President George H.W. Bush. During the rescue, Larson exposed herself to hypothermic conditions to free a downed Navy fighter pilot from his parachute and she waited in the water for a second helicopter while hers rushed the victim to a hospital. Larson attended OCS in 1993, received a commission and became a CG helicopter pilot in 1996.



Rescue Swimmer Kelly Mogk Larson stands with thankful members of the Air Force 142nd fighter Wing in 1989 after she saved the life of one of their downed pilots. (142nd Fighter Wing history archives)

In the 1990s, female aviators garnered greater recognition in the CG. These women included ENS Patricia McFetridge, who in 1990 became the first female aviator to receive the Distinguished Flying Cross along with the rest of the aircrew of an HH-3F that rescued Fishing Vessel *Janice N* in Alaska. As part of that aircrew, she was also the first female to receive the National Helicopter Association award for SAR Aircrew of the Year.



In 1991, LT Laura Guth received an Air Medal for piloting the HH-3F helicopter that rescued the crew of Fishing Vessel *Alaskan Monarch*, which foundered in heavy ice in Alaska.



In 1994, Lieutenant Alda Siebrands became the first female aviator to receive a CG Medal for an aviation rescue.

The 1990s also saw minority women break color barriers in the aviation branch. The year 1991 saw Marilyn Melendez Dykman, a Hispanic-American direct commissioned officer from the Army, become the service's first minority female aviator.



In 1995, CG Academy graduate Mara Huling Langevin became the first female CG Academy graduate and Asian-American woman to become an aviator in the Coast Guard.



Helo pilot Mara Huling Langevin (R) with aircrew in front of an HH-65. (USCG)

The 1990s saw other barriers broken, including the first female air station commander in 1992, when CDR Vivien Crea assumed command of Air Station Detroit.

These years also saw many firsts for African-American women in Coast Guard aviation. As early as 1989, Cheri Ben-Iesau graduated from Aviation Survivalman A-school to become the first African-American female ASM. In 1994, Diane Perry became the first female African-American Aviation Electrician's Mate (AE). In 2005, Lieutenant junior grade Jeanine McIntosh-Menze became the first African-American female Coast Guard aviator piloting fixed wing C-130s.



C-130 pilot LT Jeanine McIntosh-Menze, the CG's first African-American female pilot. (USCG)

In 2007, AMT2 Katrina Cooley became the first African-American female flight mechanic. In 2010, LTJG La'Shanda Holmes became the service's first African-American female helicopter pilot. And, in 2019, LT Ronaqua Russell, a native of the U.S. Virgin Islands, became the first African-American female aviator in the CG to receive the Air Medal.

The 2000s saw more barriers broken by women in Coast Guard aviation. In 2004, aviator Vivien Crea became the first CG woman promoted to flag rank.

In December 2003, helicopter pilot LCDR Sidonie Bosin was recognized by

the First Flight Centennial Commission's 100 Heroes Committee as being one of the "top 100 aviators of all time." She was also the first female aviation officer in charge of aircrews deployed to an icebreaker (*Polar Star*) and served as part of an all-female flight crew on that icebreaker. In 2010, Vivien Crea was recognized by Women in Aviation International as a member of their Pioneer Hall of Fame. In May of 2010, AST1 Karen Voorhees became the first female Chief Aviation Survival Technician (ASTC) in the CG.

Women have walked the long blue line since the very beginning of the service. They have helped shape the U.S. Coast Guard into

a better institution for all men and women and they will play an even greater role in shaping the service in the 21st century.

[See related stories on P. 4 of Pterogram 2-10 & P. 3-4 of Pterogram 2-19 about the first African-American female CG aviator to receive an Air Medal and about female CG aviation pioneers honored at the 30th annual Women in Aviation International Conference. See also P. 15-16 of Pterogram 2-20 about all-female flight crews...Ed]



A Great Idea! Or Unintended Consequences.

By Ptero Tom Beard, Aviator 1104

A few years back, a friend invited me to fly with him on a Huey ferry flight from Seattle to Anchorage. I dug through some old flight gear to wear on the trip and discovered an ancient, orange flight suit. Wearing it for this flight made sense until I considered the consequences of me walking out of the Canadian wilderness from a downed helicopter wearing an orange jumpsuit. The potential complications struck me—explaining to a Mountie why I was not an escaped prisoner. Instead, I wore Levis and checkered, flannel shirt like the other pilots. Similar implications happened some 40 years before this flight to Alaska that doomed the diminished practical existence of the seemingly correct color, military flight suit.

This is the tale of the short history of naval aviation's orange flight suit reported from personal recall based on my experiences and not, as perhaps it should be, based on recorded facts.

The Navy flight suit, until about six decades ago, came in only one color, khaki. The non-stylish cut resembled mechanics' overalls of the 1930s—from which it presumably originated—but with added pockets and the all-important cigarette-pack pocket on the left-hand sleeve. Aircraft cockpits back then also had ashtrays, and one could always light a cigarette, if forgetting the Zippo, with the heat from the bomb site's lightbulb. The fire-retardant, treated cotton cloth had a starch-like finish emitting a noxious odor and caused bare skin to itch. Instead of tossing the dirty flight suits in our wash load, instructions were to exchange them for navy cleaned and treated suits at 'Flight Gear Issue.' Few ever did.

Wearing flight suits away from the flight line was always prohibited. Lockers were usually provided in the hangar area to facilitate this order. Several switching between dress uniform and flight suit during a day offered some difficulty or annoyance in meeting these regulations.

Cleanliness was another problem. Flying up to four flights a day, sometimes six days a week in the back seat of a SNJ, T-34, or T-28 out of Whiting during the summer quickly rendered a flight suit odoriferously unbearable after a brief time, even to the wearer—maybe a reason for the above noted flight-line restriction. Most pilots washed their flight suits disregarding the navy's fire protection.

Our attack squadron skipper in the 1950s wanted his troops to look sharper than what was possible with the ubiquitous khaki attire. He ordered all his pilots to dye their suits a Kelly green. The CO's plan did not work out too well. The khaki did turn sort of a green. But badgered BOQ managers could not answer irate residents complaining about green skivvies from the BOQ's washing machines. At home, wives, too, had similar complaints. Most of the pilots' undergarments in our squadron appeared in various hues of Kelly green following the home-style Rit dye jobs on their flight suits.

A violent midair collision between two Whiting T-28s left a solo Marine student ejected far from his aircraft and missing, lying somewhere in a farmer's field south of Brewton, Alabama. At the time, in 1962, I was a flight instructor in T-28s at North Whiting Field. The Marine's body lay undiscovered, dressed in the typical khaki flight suit, in a plowed field, for a couple of days—maybe more. The Marine captain investigating the accident was livid over a situation that allowed a dirt-colored flight suit to impede the body's discovery. The investigator was adamant in his formal recommendations, and to all within his hearing at the time: all flight suits should be the color astronauts were then using. His arguments were compelling. And surprisingly soon, our khaki-colored flight suits disappeared, and the replacement in bright orange willingly accepted. Everyone felt good, and we appeared pretty sharp-looking, too. We almost looked like astronauts.

Orange was one great idea! The shift to orange was swift and complete by the end of 1963. And only six months later, in 1964, a new event occurred to question the existence of orange flight suit. I was deployed to Yankee Station off Vietnam with the air group in USS *Constellation*. All the

carrier's pilots and aircrews were vividly decked out in orange. This bold color now assured us of being quickly spotted by our rescuers if we were downed in Southeast Asia's jungles. Unfortunately, the other side made the same observation. Immediately after our first aircraft went down in the jungles piloted by an orange-clad aviator, we learned that the other side not only could locate pilots easier but could also attract rescuers to crashes (or fake crashes) by draping one of their soldiers with Monk's saffron robes in a clearing, surrounded by a ring of firepower.

Orange now became cheese in a trap. This new awareness brought panic-time in the air group. We had nothing else to wear over our skivvies except orange or maybe dress blues or dress khakis. Supply was devoid of any color but orange. An order went out immediately for a company in Japan to manufacture camouflage flight suits. The shipment came swiftly—only days later. Japanese tailors, apparently, did not have or use standard body measurements. From the flight suits we received; they must have judged Americans' sizes on what they viewed on movie screens. The flight suit I received had sleeves and legs that were several inches longer than my limbs. My recall is almost a foot! We all wore our new jungle suits, initially, with large roll-ups on both arms and legs until we got them scissored shorter. Apparently of heft for military field tents, the cloth was a nearly inflexible, medium-weight canvas. The air temperature hovered around 92 degrees that summer on the Gulf of Tonkin, and unfortunately, the plane I flew (E-1B) had no air-conditioning, nor did we fly in the cool air higher up. Life in the cockpit was miserable just to be invisible from the enemy should we take an unscheduled stroll in the jungle.

I don't know what happened later—probably in early 1965—to these first camouflaged flight suits that replaced orange. We packed them up and sent them on to our relief air group when we departed Yankee Station. Shortly after, the standard flight suit turned green, grey, tan, or blue and the cloth to a comfortable Nomex. The style and cut took on an ap-

pearance that later allowed a nicer uniform look worn away from the flight line without disgracing the command.

Orange went to prisoners everywhere and to the Coast Guard.

Today I fear for my personal security from the law if I should ever walk around outside in my old orange flight suit. Furthermore, the once loose-fitting garment is now a bit tight around the middle.

LCDR Barrett T. "Tom" Beard, USCG (Ret.) earned his wings and Navy commission through the NAVCAD pro-

gram in 1955. During an eclectic Navy flying career, he flew TBM-3 Avengers, AD-5/6/7 Skyraiders (carrier qualified), E-1B Tracers (carrier qualified), TV-2 Shooting Stars, and F9F-8 cougars, plus SNJ Texans, T-34 Mentors and T-28 Trojans—all as flight instructor. In 1965, Beard accepted a CG commission and flew the HU-16E Albatross, HC-130B Hercules, and HH-52A Sea Guard. During his aviation career, he accumulated 7,000 flight hours. He holds air transport, seaplane and commercial helicopter pilot ratings. Beard earned a master's degree in history and is the author of more

than 50 published articles and five books, including *Wonderful Flying Machines* (Naval Institute Press), contributor to *U.S. Naval Aviation* (Naval Aviation Museum Foundation), *Association of Naval Aviation* (book) and as editor in chief of *The Coast Guard* (Foundation for Coast Guard History). He received the 2016 Naval Aviation Museum Foundation Arthur W. Radford Award for Excellence in Naval Aviation Literature. His most recent FAA biannual flight check was in an SNJ.



***Alaska Ranger*—the historic Bering Sea rescue that defied the odds and saved 42 souls!**

By PA1 Richard W. Brahm

Mayday, mayday, mayday. United States Coast Guard, this is the Alaska Ranger. Our position is 5-3-5-3 decimal 4 north, 1-6-9-5-8 west. We are flooding; taking on water in our rudder room.

At approximately 3:00 A.M., on March 23rd, Easter morning of 2008, Fishing Vessel *Alaska Ranger*'s mayday call raced across radio waves of the Bering Sea bound for the radio room of any CG rescue center within reach. Forty-seven fishermen on the *Alaska Ranger* were donning survival suits for what would become one of the largest and most dramatic rescue cases in modern CG history.



At the time, the 378-foot high-endurance Coast Guard cutter *Munro* was on patrol near the Bering Sea fishing fleet. With the wind at its back, the *Munro* was positioned to respond rapidly to any vessels in distress.

The *Alaska Ranger* was located 120 miles west of Dutch Harbor and enduring blistering gale force winds, temperatures below freezing and seas swelling from 10 to 20 feet. For days before its mayday call, the fishing vessel had been forcing its way through destructive pack ice. Very early on the 23rd, without any warning, frigid water began rushing into the ship's rudder room, flooding adjoining spaces and disabling the ship. The *Alaska Ranger* lost steering and power, and was at the mercy of the unforgiving Bering Sea.

Soon after the flooding began, the captain of the *Alaska Ranger* made two calls that saved the lives of nearly every-

one on board. The first was to order his crew to quickly don survival suits, deploy as many life rafts as possible and abandon ship. The second was his mayday call to the Coast Guard.

On board *Munro*, it was just after 3:00 a.m. when the commanding officer, CAPT Craig Lloyd, heard the mayday. At the time, red lights illuminated the ship's corridors and the hum of diesel engines created a soothing lullaby for those aboard. Most of the cutter's crew was asleep even though the same seas and howling wind that rocked the *Alaska Ranger* were rocking their cutter.

CAPT Lloyd ordered the cutter about to *Alaska Ranger*'s last known position. Meanwhile, the officer-of-the-deck plotted the fastest course to the foundering vessel and ordered the engine room to take the diesels offline and turn on the ship's powerful gas turbine engines. The engine room crew tweaked the gas turbines pushing them for everything they had. The cutter would soon reach speeds unheard of aboard an ordinary high-endurance cutter.

When *Munro* neared the fishing vessel's position, Lloyd interrupted the rocking calm with the crackle of the ship's intercom and his booming voice. Listening intently as CAPT Lloyd described the situation; the crew began rolling out of its racks and kicked into action. Crewmembers rushed to their assigned areas, scurrying through tight quarters and going up and down ladders. They prepared to take on survivors by converting the mess deck into a treatment center, heating blankets in ovens, breaking out survival gear, and getting the flight deck cleared to launch the cutter's HH-65 Dolphin helicopter.

Hundreds of miles away, the crew of a Coast Guard HH-60 Jayhawk stationed at St. Paul Island, located in the middle of the Bering Sea, awoke to a ringing phone. Pilots and aircrew members bolted to the locker room to dress-out in survival gear. Ground support jumped in vehicles and sped over to the hanger where they prepped the helicopter for takeoff. The aircrew gathered as much last minute information as they could before driving over to the hangar.

Once airborne, the Jayhawk's two pilots, LT Brian McLaughlin and LT Steve Bonn, slid night-vision goggles into place

from atop their helmets. Meanwhile, the crew in back, AMT2 Robert DeBolt and AST2 O'Brien Hollow, called on the radio to the *Alaska Ranger*. The night was pitch black and the only thing visible for the helicopter crew, between the barrages of snow, was the inky blackness of the vast ocean. McLaughlin later recalled, "*As the helicopter approached the Alaska Ranger, before it had sunk, we were able to reach them on the radio about 30 miles north of their position.*" The pilot also remembered:

The concern in the voice on the other end of the radio was palpable and filled our aircraft with the looming dread that what we were heading for was very real. The good news was that everyone had been able to don their survival suits before abandoning ship. They stated there were only seven people left aboard and they were getting ready to get into the rafts.

As the Jayhawk neared the scene, the crew saw three strobe lights blinking on the horizon and figured those were the rafts. As they got closer, there was a fourth light, then a fifth, and a sixth, and so on. It soon became apparent that there were dozens of victims scattered across the water in addition to the rafts.

The pilots climbed the Jayhawk higher to see farther. The first strobe lights the helicopter had overflown were a pair of victims in survival suits waving at them. However, from the higher altitude, they could see lights flashing over a mile-long stretch with the *Alaska Ranger* nowhere in sight. The crew decided to hoist victims from the water first, not those afloat in rafts. McLaughlin remembered, "*We just picked a spot and began hoisting. I called the one raft that had a handheld radio and explained to them what we were doing while the rest of my crew was busy getting the rescue swimmer out the door.*"

AST2 Hollow's work came into play immediately. One of his jobs as a rescue swimmer was to enter the freezing water under unrelenting rotor wash in high seas, and pluck victims from the water. AMT2 DeBolt and Hollow had practiced this operation countless times. DeBolt checked Hollow's gear one last time before lower-

ing him down to the roiling seas. Hollow slid to the edge of the helicopter's open door as snow and sea spray swirled around him.

During this recovery operation, Hol-low knew it would take too long to fit nearly frozen survivors into a rescue basket. Instead, he grabbed each one and held them while still attached to the hoist cable using a technique called "sling augmented double pickup." McLaughlin later recounted that in less than an hour "we would pick 12 people out of the water and stack them in the cabin, while trying to coordinate an offload with their sister ship, the *Alaska Warrior*, as it was only five miles away."

The Jayhawk aircrew was ready to deposit the survivors on board *Alaska Ranger*'s nearby sistership, Fishing Vessel *Alaska Warrior*, but there was a problem. The helicopter crew was unaware of the fishing gear and rigging aboard the fishing vessel. Once the helicopter made it to the *Alaska Warrior*, the aircrew knew it would be impossible to lower survivors down to it. The HH-60 crew also had to manage its fuel supply. There were two choices: fly to Dutch Harbor, drop off the survivors and try to refuel there, or the Jayhawk could land on *Munro*. If it did the latter, the helo could deposit the survivors and do an in-flight refueling from the cutter. The crew decided to fly to *Munro*.

The *Munro*'s corpsmen and support crewmembers had been working hard turning the mess deck into a triage and hypothermia treatment center. By the time McLaughlin's Jayhawk picked up its last victim, *Munro*'s HH-65 Dolphin had already launched. About 20 minutes later, the Jayhawk arrived at *Munro* and began lowering survivors to the deck. *Munro*'s crew knew the longer it took to get survivors inside, the longer victims left behind had to survive in the water. With barely enough light to see, *Munro*'s crewmembers waited in the early dawn as the hoist cable lowered survivors one at a time.

One by one, survivors were taken to *Munro*'s makeshift triage center where the crew provided them heated blankets and dry clothes. "The speed and safety with which the *Munro*'s crew transferred the survivors out of the basket and got ready for the next one was phenomenal," said McLaughlin. After clearing survivors from the flight deck, *Munro*'s crew shifted to in-flight refueling. DeBolt lowered the hoist cable to the cutter's refueling team, which attached a hose and watched it hoisted up to the helicopter.

Meanwhile, *Munro*'s ship-deployed Dolphin helo, piloted by LTs Greg Gedemer and T.J. Schmitz, was on-scene retrieving victims. The *Alaska Ranger*'s crewmembers had been in the water for a while and all of them were suffering from hypothermia. The seas reached 20 feet

and the 30 MPH wind whipped cold ocean spray. Dolphin flight mechanic, AMT2 Al Musgrave, lowered rescue swimmer AST3 Abram Heller to the water where he began untangling a group of five survivors from floating debris and nets. One by one, Musgrave hoisted the victims up from the water to the Dolphin.

After the victims were hoisted into the Dolphin, Heller stayed in the water. He and his aircrew had decided in advance to leave him at the scene to fit an extra survivor into the Dolphin and Heller could assist those left behind. As Musgrave hoisted the last man into the helo, the pilots knew they had no choice but to return to *Munro* to refuel. Moreover, they had to hurry or run out of fuel enroute.

Back aboard *Munro*, the Jayhawk helicopter was over halfway refueled when the Dolphin crew radioed it was returning. It would take 20 minutes to fly back to *Munro*, and the Dolphin would run out of gas ten minutes after that. Jayhawk pilots McLaughlin and Bonn knew what was at stake and made some quick calculations. They determined that they already had enough fuel to search for more survivors and allow the Dolphin to land on the *Munro*, disembark its survivors and refuel. In the Jayhawk, AMT2 DeBolt shut off the fuel line, disconnected it from the helicopter, reattached it to the hoist cable and lowered it to *Munro*'s flight crew.

The Jayhawk departed into the darkness and disappeared in the direction of the remaining victims. As Bonn flew into the endless night, he thought about the men struggling to survive in the bone-chilling water and how his helo was their last hope. By the time the Jayhawk arrived on scene, F/V *Alaska Warrior* had retrieved 22 survivors. The Jayhawk recovered four more victims as well as Dolphin's rescue swimmer, AST2 Heller. The Jayhawk continued searching until it ran low on fuel. LT Bonn turned the helo back to *Munro* to offload his survivors and AST2 Heller, refuel and then headed back to St. Paul Island.

Employing a total of five aircraft (including support aircraft), seven aircrews, a Coast Guard cutter and a local Good Samaritan vessel, the *Alaska Ranger* rescue proved the largest Coast Guard operation of its kind in recent years. The Coast Guard helped save 42 lives that night and, although the *Alaska Ranger* case had many complexities, the CG's well-trained men and women were ready.

The *Alaska Ranger* was a once in a career case for the responding CG crews; however, it will not be the last of its kind for the service. For that reason, the Coast Guard remains *Semper Paratus*, "Always Ready," to help those in

need on the Bering Sea, or any sea!



Hurricane Laurie vs. F/V Dell G and the Albatross By Ptero Tom Beard, Aviator 1104

Now—I know where seabirds go during hurricanes.

The 78-foot fishing vessel *Dell G*, a former wooden, codfish schooner with cut-down masts, just survived a "squall line" reported when asking the Coast Guard in New Orleans at 1:10 pm for assistance. A cable coiled on deck slipped overboard, fouling its propeller. One of the seven crewmembers aboard radioed, reporting they were also attempting to halt flooding through a forward hatch.

About an hour later, on 21 October 1969, I was called to the operations center at Coast Guard Aviation Training Center, Mobile, AL, as the duty SAR fixed-winged pilot. Rescue Coordination Center New Orleans reporting, "Fishing boat in trouble about 200 miles south of the Mississippi River outlet. Also, a hurricane there." I glanced at the weather plot, noting that the boat's position was near the center of hurricane *Laurie*. This may be a reason the fishing vessel is now reporting clearing skies. A five-minute flight plan followed with a scheme to penetrate the storm's eye.

I planned to fly from Mobile to the boat's position about 300 miles away, downwind on the storm's western edge, boosted along with tailwinds, then arcing into the eye at about the seven o'clock position—looking at the eye from above, like a clock with north being twelve o'clock. We should expect the storm's effects minimum at this location—or so I learned in, then called, "meteorology" classes in flight training a decade and a half earlier. Should.

My co-pilot was Lieutenant William W. (Bill) Barker III, who got his check flight in the HU-16E a week previous at ATC Mobile's HU-16E qualification and transition school—from me. Lieutenant (jg) Donnie D. Polk, just out of flight training, stood nearby as a casual observer in the op center, and I instantly appointed him as navigator. I doubted he had ever seen a Loran-A set before. Usually, we did not carry a third pilot/navigator on typical SAR flights. This flight may be different. Next, I called for an extra dewatering pump added to one typically carried onboard the aircraft and an additional 20-person life raft.

The Grumman Albatross, CGNR 2125, took off Bates Field, Mobile, AL, at 2:50 pm. Also in our crew, in addition to the three pilots, were ATC Weems J. Adams, ASM1 Donald L. Cosgrove, AD2, Henry R. Beasley, and AT3 Carl H. Lane. The trip to the eye was rapid and eye-opening. An average of 50-knot hurricane tailwinds boosted our normal cruising airspeed of 165 knots to exceed 200+ knots



ground speed. We made quick time down arcing along the western edge of the storm flying at 500 feet, keeping visual contact with the water. Most of the broken clouds were above this level. Sometimes, to keep water in view, we dipped down to as low as 200 feet. This altitude gave us the varying sea-surfaces conditions to judge winds.

As we closed on the storm's 9 o'clock position, or abeam the storm's eye on the western side, seas, driven by 40-knot winds, built up to 10 to 20 feet with tops blown off in long streaks. Soon, winds over 50 blew tops off swells lowering their heights. At Above 60-knots, the sea surface was flat, viewed from above with no definition other than a slick surface of blowing water. I started my left turn into the storm's eye by heading more south-easterly around the 8 o'clock position. Then, very soon after, I turned northeast when estimating us being near the weak area of the hurricane's eye. This was only a guess based on theory, old classroom instructions, and intuition. We didn't have modern satellite data then.

Winds now were in the seventies and increasing. Clouds cover was complete with severely reduced visibility in solid rain. Blowing spume defined the flat seas. Reported wind velocity was 90 knots, steady, with higher gusts. The sea and sky were indivisible. Rain and blowing seas merged into one white matrix.

On instruments now. Down to 200 feet, still trying to keep a view of the surface. Impossible. Bill called out the altitude from the radar altimeter as the pressure altimeter readings climbed rapidly with plane descending approaching the storm's eye low pressure. The view through the windshield was white—solid rain! Solid water. The stiff, unflexing wings of the Albatross transmitted turbulence through the hull, bouncing the plane and crew mightily. Harnesses could not be too tight, now on a bronc ride. Instantly, sunlight! No wind. Clear skies. The sea surface was flat, oily looking, but undulating with huge pop-up waves. We were in! And this is where we found the thousands of sea-birds soaring along with us in the storm's eye.

For the next two hours we circled in a three- to five-mile-wide clearing, dodging birds. The disabled fishing vessel *Dell G* basked in the sun, beaming down through a deep, hollow well in the tempest. We saw the rolls of cables on deck and the single cable creating their problem draping over the boat's side, trailing down into the water's clear depths.

We relieved NOAA's aircraft, ESSA 39, of its communications relay duties now with our radio contact with *Dell G*. No ships were in the area to provide on-

site services to *Dell G*. Rescue Coordination Center dispatched Coast Guard cutter, *Dependable* with an ETA to arrive the next day, and diverted SS *Atlantic Heritage*. It wasn't until 9:15 am the following morning when *Atlantic Heritage* arrived alongside *Dell G*.

Our efforts at helping were meager. We had two dewatering pumps we could deliver by dropping with parachutes and two life rafts, also delivered by dropping. Their need currently was not critical for either. *Dell G*'s crew had flooding controlled, but they still had no way to clear the propeller for maneuvering. We did the 'just in case' effort by attempting to deliver the first dewatering pump. We flew the drop pattern at 200 feet using the seaman's eye to determine the exact moment for the drop execution by calling out for the crew aft, depending on them to respond exactly at the moment receiving the command, "drop, drop, drop." The intent was to get the package as close alongside the boat—without hitting it. A 200-foot, light poly-rope trailed the package with our attempt to drape the rope across the vessel. The first drop was very close—close enough in most situations. But the rope did not cross the boat. Also, the instant the dewatering pump package hit the water, a huge wave, the size of a barn, huge barn, surged upwards. The boat slid down one side, and the nearby pump slid down the other side separating boat and pump by a few hundred feet. The sea surface in the storm's eye was a constant upwelling of mounding waves with no direction or pattern. Bill and I took turns dropping. This same delivery success followed with the next three packages, which included the rafts. Close, but in each instance, boat and package separated by the unpredictable upwelling waves. The boat, with no propulsion, could not maneuver to reach the packages. With these life-saving devices drifting away, we could only monitor by flying the tight circles staying inside the eye's walls over *Dell G* for the next two hours—dodging birds!

I didn't have the heart to tell *Dell G*'s crew that the "squall line" they reported earlier having passed over was not the last. The other edge of the hurricane's eye was going to hit them, we calculated with the storm moving east-northeast at about six knots, just after dark. Darkness fell suddenly in the eye with the storm's western wall shading the setting sun—time to leave. We could no longer add further assistance. *Dell G*'s calm was ending, as was ours.

Now came the most terrifying event of the day—flying into the horizontal wall of water. It looked like a solid, granite cliff, but moving sideways at 90 knots. We slowed airspeed to absorb the turbulence as we approached at 500 feet and 135 knots. The view of the sea surface was weird. Where we were in the eye, the surface was slick with no wind. At the very edge of the eyewall, the sea's surface blended, sucked up, and mixed with the sideways blowing rain along a sharply defined torrential maelstrom. For the past two hours, we flew in calm, smooth air. Later, I created a visual image of seeing the plane's nose suddenly thrust sideways at 80 knots while the tail continued

ahead, not yet to the wall, in the calm air at 135 knots. The moment the plane's nose punched into that wall, harnesses were not tight enough again to restrain us to our seats.

And at this moment, the right engine's chip detector light illuminated. On solid instruments at 500 feet in heavy-heavy rain, wind, and extreme turbulence, we had a problem. Engine gages revealed no issues; however, as a precaution, we decided not to demand more power than we were using—a slow cruise, power setting. And this created an additional problem. Mobile was 300-miles upwind. Now not in our favor, ground speed against the circulating hurricane wind was only in double digits—making the return home more than three hours. Not enough fuel remained. Furthermore, we had this worrisome engine. New Orleans, at the moment, was our only refuge—if we could make it there.

We landed at NAS New Orleans two hours later. A quick check by our mechanics determined this engine was not going to power this airplane again. The crew discovered damage beyond repairs. We got a ride home in a helicopter flown from Mobile to pick us up.

And in walking around the Albatross, inspecting it after landing, I did not detect a single bird strike.



I was a little reluctant in sending in a "me" story. But there was a purpose. Many others have done so much more than this. The real purpose in submitting this story was to encourage others to write their accounts. There has to be a lot of real "hair-raisers" out there now that the statute of limitations has passed for many of us—and no more fitness reports. And the real-time SAR folders are so bland on accounting for what actually happened. I'm discovering through my professional writing association with other services that CG aviators and crewmembers are held in high esteem as (successful) executioners in most hazardous and unexpected situations. This is why the Air Force benefited mightily from the cadre that went to Vietnam to bring the combat SAR group up to speed. Their story cannot be told enough!

Which, incidentally, brings up a strong endorsement for all CG aviation crewmembers to read the book, *Leave No Man Behind*, by Galdorisi and Phillips [Leave No Man Behind: The Saga of Combat Search and Rescue: Galdorisi, George, Phillips, Thomas: 9780760323922: AmazonSmile: Books](#). This book is a summary of the feats accomplished by "our" crew. A must read! Tom Phillips died in April unexpectedly from a blood clot. Tom and I had been writing back and forth daily for the past few months and occasionally over the past half decade. Sad loss.



CGAA Supports Coast Guard Aeromedical Operations

**By Ptero CAPT Art French,
USPHS (Ret.), P-2592**

The Board of CGAA has approved a new initiative to support Coast Guard aeromedical operations in partnership with the Director of Health, Safety, and Work-Life (CG-11). This initiative will help manage external non-appropriated fund financial support for Coast Guard flight surgeons and aeromedical physician assistants.

Aeromedical support for optimal health and performance of flying crews and for operational MEDEVAC missions is an important component of the Coast Guard aviation community. In addition to keeping aviators and aircrews fit to safely fly, Coast Guard flight surgeons and aeromedical physician assistants provide support for MEDEVAC ACs and other operational missions. Aviation medicine and operational medicine are subspecialties of general medicine not taught in medical school or in most medical residencies that primary care physicians graduate from. These aspects of operational aeromedical support require initial and recurrent training specific to these areas unique to military medicine.

The range and scope of Coast Guard aviation operations has greatly increased around the world, along with new global medical threats. This requires an aviation medicine workforce competent in opera-

tional and emergency medicine across far-reaching areas of operations in addition to their standard clinical training. The Coast Guard is often challenged to fund this additional training. There continues to be an unfunded

need to provide operationally-related training for flight surgeons and aeromedical physician assistants that is beyond the scope of their primary care clinical training.

This is not a new problem. To address this funding gap, in 1997 several Coast Guard flight surgeons, including myself, established an education fund to support operational medicine training of Coast Guard flight surgeons through the Henry M. Jackson Foundation (HMJF) for the Advancement of Military Medicine. The HMJF is a 501(c)(3) nonprofit organization associated with the Uniformed Services University of the Health Sciences. One of the main roles of the HMJF is to support military-related medical education not funded by appropriated funds. HMJF education accounts can be used for a variety of education or training-based needs, such as funding attendance at operational/resuscitation medicine-related continuing medical education courses or purchasing medical simulation trainers. The funding for HMJF education accounts comes from corporate and private donations. Since individuals in government cannot directly solicit or accept these donations, the HMJF serves as a legal agent for managing these non-appropriated education funds.

Initially, the fund was to be managed by establishment of a Coast Guard flight surgeon organization. Unfortunately, the organization was not sustainable for a variety of reasons,

mostly due to the high turnover of the PHS physicians during that period. The HMJF fund still continued to exist and I continued to be the administrative point of contact for the fund. There were subsequent donations to the fund and it now has approximately \$10,000.

HMJF education funds require an organizational owner. To ensure future continuity, I approached the CGAA Board and requested that the CGAA assume governance of the Henry M. Jackson Special Project Fund. The CGAA seemed the most appropriate organization. Fortunately, the Board agreed and administrative sponsorship and control of the fund has been transferred to the CGAA. I also agreed to assist the CGAA in administration and growth of the fund and in working with CG-11 in coordinating use for unfunded needs in support of CG aviation medicine.

HMJF education funds are self-sustaining, entirely supported by external sources of funding separate from the organization they support. There are no financial commitments by the CGAA to the HMJF while serving as the supporting organization. The only responsibility of the CGAA is to submit to the HMJF potential external sources of funding and to work with the CG-11 Office of Health Services to identify their unfunded aeromedical education needs. I look forward to assisting CGAA and the HMJF to support those who are currently performing the aeromedical missions.



A Convenient Truth: 1965-1973, A Brilliant Coast Guard Investment

By Ptero Kyle Jones, Aviator 1438

During this nine-year period, the Coast Guard invested in the Aviation Cadet (AVCAD) program, which brought in a total of 120 cadets who were accepted and injected into the 17-week Aviation Officer Candidate School (AOCS) at NAS Pensacola, FL, after which the candidate would attend Naval Flight Training. But, unlike their Naval contemporary classmates, they would not receive their commission until completion of Naval Flight Training. Ostensibly, the AVCAD program was a stopgap measure to fill a temporary shortage of CG aviators as an interim measure. This program, however, was a wonderful opportunity for these candidates who (at the time) were not required to have a college degree, but were required to have completed at least two years of college, and was virtually identical to the USCM MARCAD and the USN NAVCAD programs. Initially, a candidate had to enlist and then apply for the program. If unsuccessful, the candidate still

owed four years enlisted time. This was later modified to allow candidates to apply directly for the program as a civilian.

Once the AVCADs were commissioned and then assigned to the various CG Air Stations, they were received with a mixed bag of reviews. Many CG Academy graduates perceived these AVCADs as merely 'summer help' and not really 'thoroughbreds.' Some CG Academy-graduate CO's, upon interviewing a new AVCAD arrival, would then ask, 'What exactly is your source?'

Within a few months after the AVCAD program began, CGHQ, with little or no info about the intelligence of the average AVCAD, implemented a three-week 'charm school' in Yorktown, VA, which was bandied about as an 'AVCAD indoctrination program.' The first OIC of the program was Ptero Ken Roughgarden, Aviator 871. Integral to this program was the administering of an IQ test, ostensibly to ascertain if AVCADs were actually intelligent enough to be officers. Most AVCADs scored extremely high on this test; in fact, AVCAD Jack Mast scored higher than anyone in the CG had ever scored. He also graduated number one in his flight school class at NAS Corpus Christi, TX.

CGHQ then had a 'Frazier Crane' moment

and promptly (and surreptitiously) canceled this 'charm' school. Nevertheless, in the ensuing years, AVCADs were viewed with a jaundiced eye by the thoroughbreds of the CG because they were an unknown quantity.

To name a few AVCADs, Vidas Vilkas, Aviator 1250, 'plowed back' after flight training to qualify and teach jets at NAS Meridian, MS, a transition that no other CG aviator has ever done. Bill Schleich, Aviator 1527, arguably one of the best C-130 pilots in the CG, became a mainstay on the CG-wide Standardization Team. Ron Simons, Aviator 1212, went on to fly for AirSta Washington, thereby flying the Commandant and other government dignitaries in the Gulfstream I and Gulfstream II aircraft (the only jet-powered aircraft in the CG at that time). As a follow-up assignment, LT Simons became the Commandant's aide. Neal Carsten, Aviator 1165, became a C-130 aircraft commander as an Ensign. Craig Lynch, Aviator 1237, became the Director of the National Search and Rescue School at Governors' Island, NY. Rob Ritchie, Aviator 1216, flew combat rescue helos in Vietnam and received the DFC. See CG AVCADs on P. 20



Mail Call! This issue's mail is brought to you by a PL-11 Airtruck, one of Aviation History magazine's '13 ugliest airplanes ever to fly.' As goofy-looking as it is, it was a successful crop-duster, appreciated by the pilots who flew it for a living. Only two were built, in New Zealand.

plus ça change, plus c'est la même chose

I was most impressed with Art Wagner's article. It brought back huge memories. I spent hundreds of hours in the back seat of the SNJ and did or rode through dozens of "Charlie" patterns teaching basic instruments in the SNJ. How many still recall how it was balancing a RadFacs on one's knee while flying instruments? In fact, my last FAA bi-annual check flight was in the back seat of a SNJ, 54 years following my first solo in a SNJ. I was still able to do five perfect landings after 52 years out of its cockpit. "Riding a bicycle." Passed my check ride, too. Ptero Tom Beard, Aviator 1104

[It was so great to be left-handed in flight training. You could write stuff on your kneeboard while still flying the airplane...Ed]

I just read Art Wagner's 'Fly the Aircraft' piece. His article captured me for lots of reasons including my identity with the experiences he described so fluently. His review is not only valuable historically but, if read by today's aviators, Pterodactyls yet or not, it will be of great service to them as they proceed in their profession(s). I hope to read more of his excellent writings.

Also whether our CGHQ aviation types, leadership/engineering/safety are Pteros yet or not, I hope they will receive this Pterogram and recognize its value to today's aviators, not only his outstanding contribution and others in the issue. I hope they will pass on the content to all of today's pilots.

Ptero Ray Copin, Aviator 744

When your heart is in your "work" and it is your "play" and your "hobby," and if you have a family supporting you, truly you are blessed. Thus it has been for me. If there is anything that I can illuminate that can contribute to those following in our footsteps, I hopefully can see that. If I can say that without saying "In my day - - -," perhaps it is good.

The article was triggered by coming across the 1945 'Flight Through Instruments' in my bookcase. You just never know what sets an old guy on a trip!

Ptero Art Wagner, Aviator 769

Lindbergh's Take-off Spot Visited



During a spring aviation C-School (AUX-17) in Long Island, NY, District 5NR Auxiliarists Steve Trojanov and Ptero Bill Fithian, P-5472, (pictured l to r) scouted the location of the old Roosevelt airfield, the liftoff spot for Lindbergh's Spirit of St. Louis transatlantic flight on

May 21, 1927. They discovered a monument in East Garden City, NY that marks the spot, with a dramatic carving of the airplane as it lifted off for Paris. CG Auxiliary photos by Ptero COMO Joseph Giannattasio, P-3021, District Commodore, Fifth District—Northern Region



Jim Thach Remembered

The April issue of Naval History had an article about ADM Jimmie Thach, an aviator famous for introducing the WWII Thach weave. He was the uncle of James Harmon Thach III, our Sikorsky Program manager for the HH-52A, H-3 and H-60. Jim's Dad, ADM James Harmon Thach, was Jim's (aviator Jim's) older brother.

Jim Thach, III, passed away on 2 February 2008 after a long illness. His obituary read: 'Sikorsky Aircraft mourns the loss of James H. Thach, III – Former Sikorsky Director of Search and Rescue Requirements and 35-year employee, working primarily with U.S. Coast Guard projects. Thach had worked on every U.S. Coast Guard Program since 1964, including the HH-52A, the first turbine powered amphibious SAR helicopter, the HH-3F, and the HH-60J, which he was the Program Manager, responsible for the design and delivery of the HH-60H to the U.S. Navy and the HH-60J to the U.S. Coast Guard. He was the recipient of the Igor I. Sikorsky Helicopter Rescue Award, "Rescue S," as the pilot of a Sikorsky helicopter during a life-saving mission in 1972. He also was awarded the USCG Distinguished Public Service Award in 1999 and the USCG Meritorious Public Service Award in 1987.'

"Jim was a passionate employee whose devotion to providing the best product for saving lives. As the former manager of the Coast Guard program, I sought and valued his council, and will greatly miss him," said Jim Alfiere, Sikorsky Aftermarket Business Development Manager. Ptero and Ancient Albatross #20 RADM David W. Kunkel, Aviator 1726, noted that Jim was a great friend of the CG and that he will be missed by many.

In an email note to colleagues, Ptero and Ancient Albatross #23 then-RADM John Currier, CCGD13, Aviator 1877, wrote: "...I want to ensure that all are aware of the passing of a true friend of the Coast Guard. Mr. James H. Thach III. His obituary does not do justice to the decades of support offered to our Service by this remarkable person. For many years, through his job at Sikorsky, he was involved in the design and support of the HH-52, HH-3F and HH-60J helicopters.'

Ptero Art Wagner, Aviator 769

[Jim was a champion of Coast Guard aviation...Ed]

Operation Valor Recovery

This is a list of awards that are missing from the ROLL OF VALOR - but, have some reference basis (CG document, newspaper article, interview, etc.) telling us an award was

actually earned. The list is by name (aircrew posn), date, unit, aircraft, tail number, distress cause, award.

FEBRUARY

LT Andy Delgado (CP), 02FEB01, Kodiak, HH-60J #6023, F/V PACIFIC VIKING, Air Medal.

AST1 Russ Sheel (RS), 02FEB01, Kodiak, HH-60J #6023, F/V PACIFIC VIKING, Air Medal (conflicting info).

AMT3 Justin Vincett (FM), 03FEB99, Kodiak, HH-60J #6017, F/V NORTH-ERN AURORA, Air Medal.

AST3 Jason L. Bunch (RS), 03FEB99, Kodiak, HH-60J #6017, F/V NORTH-ERN AURORA, CG Commendation Medal.

AE2 Greg Pesch (AV), 11FEB83, Elizabeth City, HH-3F #unknown, M/V MARINE ELECTRIC, MSM.

CPT George R. Burge (CP - RCAF), 18FEB79, Cape Cod, HH-3F #1432, KAISEI MARU #18, DFC.

AT2 John B. Tait (AV), 18FEB79, Cape Cod, HH-3F #1432, KAISEI MARU #18, DFC (**any chance this CITATION is hanging in the Tait Barracks at ASCC? ***)

LT Larry Cheeks (CP), 24FEB84, Kodiak, HH-3F #1469, F/V MIA DAWN, DFC.

AD2 Michael Barnes (FM), 24FEB84, Kodiak, HH-3F #1469, F/V MIA DAWN, DFC.

AE2 Charles Allen (AV), 24FEB84, Kodiak, HH-3F #1469, F/V MIA DAWN, DFC.

CAPT Martin Nemiroff (FS), 24FEB84, Kodiak, HH-3F #1469, F/V MIA DAWN, DFC.

JANUARY

LT Rick# McLean (CP), 10JAN77, Cape Cod, HH-3F #1438, CHESTER A. POLING, Air Medal. # - someone thought first name was Rick - there is a Richard G. McLean, Aviator #1345 - winged in 1968 - same guy - can anyone confirm?).

ADC Roy Aiken (FM), 19JAN55, St. Petersburg, HO4S #1310, KIMTOO, Air Medal.

AD2 George Richter (FM), 19JAN55, St. Petersburg, HO4S #1310, KIMTOO, Air Medal.

LT Joseph "Jay" Crowe (CP), 19JAN69, Barbers Point, HH-52A #1408, Cliff Rescue, Air Medal.

AD1 Billy Dees (FM), 19JAN69, Barbers Point, HH-52A #1408, Cliff Rescue, Air Medal.

LT Gene Rush (CP), 22JAN99, Kodiak, HH-60J #6023, NOWITNA, Air Medal.

AST1 Bob Watson (RS), 22JAN99, Kodiak, HH-60J #6023, NOWITNA, Air Medal.

AD3 Mark A. Bafetti, 23JAN95, Elizabeth City, HH-60J #6019, MIRAGE, Air Medal.

AD3 Chris Shawl (FM), 24JAN95, Elizabeth City, HH-60J #6034, MIRAGE, Air Medal.

ASM3 Jim Peterson (RS), 24JAN95, Elizabeth City, HH-60J #6034, MIRAGE, Air Medal.

AD2 David C. Nofftz (FM), 29NOV66, Detroit, HH-52A #1415, NORDMEER, Air Medal. (talked to son, he didn't have it - provided step mother # - NO JOY so far)

CDR Calvin Langford (AC), 02DEC67, Port Angeles, HH-52A #unknown, Neah Bay PIWs, Air Medal.

LT Paul D. Litts (CP), 02DEC67, Port Angeles, HH-52A #unknown, Neah Bay PIWs, CG Commendation Medal.

AE2 G. D. Barnes (FM), 02DEC67, Port Angeles, HH-52A #unknown, Neah Bay PIWs, CG Commendation Medal.

LT Randy Watson (CP), 12DEC93, Elizabeth City, HH-60J #6008, MALACHITE, DFC.

LT Simon Greene (CP), 13DEC08, San Diego, HH-60J #6037, MARIE RICKMERS, CG Commendation Medal.

AST3 Robyn Hamilton (RS), 13DEC08, San Diego, HH-60J #6037, MARIE RICKMERS, Air Medal.

LTJG Pete Burger (CP), 16DEC76, Port Angeles, HH-52A #1420, Aircraft Ditching, CG Commendation Medal.

AD3 John Salmi (FM), 29DEC88, Cape Cod, HH-3F #1472, LLOYD BERMUDA, Air Medal or DFC. Randy Reed also (AV) on this crew.

XXX Glen Guthrie, 31DEC68, Astoria, HH-52A #unknown, Stranded Hunter, Air Medal (we think - Jack Beebe in touch with spouse).

Please contact me with any updates: seanmcrossbi@gmail.com

Ptero Sean Cross, Aviator 3321



Crumley's Corner By Ptero Beth L. Crumley, P-1916, Assistant Historian, U.S.C.G., Office of External Outreach and Heritage, CG-09231, CGHQ

There are days when working in the Historian's Office really does feel akin to an Indiana Jones movie. Every day that I walk into one of the archival rooms is an adventure. While I have worked in this office for almost six years, I have barely scratched the surface of the material we have in our collections. Every box, every folder holds something new. A few months ago, I was "poking around" and eyed a flat archival box labeled "First Arctic Helicopter Rescue." My curiosity was instantly piqued. Carefully lifting the box lid, I saw what appeared to be a monograph covered in brown cardboard, held together with black cord.

Those of us with an interest in aviation history certainly know the story of the development of the helicopter. We are familiar with the difficulties faced by Frank Erickson and William Kossler in convincing

skeptics of the potential use of the helicopter in search and rescue. However, as Historian Tom Beard pointed out, "Serendipity sometimes did a better job" to boost the helicopter's popularity than either of those pioneers. We are familiar with Erickson's flight to Sandy Hook in a raging snowstorm. This monograph is an account of another serendipitous event in helicopter history; the effort to rescue the crew of a Royal Canadian Air Force PB5Y-5A Canso which crashed in the wilds of Labrador on 19 April, 1945.

First Lieutenant A. G. Thompson was serving as the Historical Officer at Canada's Dow Field. In the aftermath of the crash, he was sent to Goose Bay, assigned the task of writing a newspaper release on the historic rescue in conjunction with a public relations officer from the Royal Canadian Air Force. That public relations officer never arrived. Thompson's story served as a joint release for Air Transport Command, The RCAF, and the USCG. Hampered by a very tight deadline, and the fact that he arrived two days after the last man was rescued, Thompson worked closely with those involved to tell a story as accurate as it was compelling.

On 19 April 1945, the Canso was flying over the wilds of Labrador. One engine failed, then the second. The pilot was able to

crash land in a cove of pine trees. The nine-member crew escaped injury but the plane was destroyed. While attempting to remove equipment necessary for their survival from the wreckage, leaking gasoline exploded, severely burning two men. Rescue by helicopter "was finally decided on as a means of last resort." In his opening statement, Thompson wrote, "a Coast Guard helicopter (with two rescue officers and four enlisted men) was disassembled at Floyd Bennett Field; packed into an ATC C-54, flown to the ATC Base at Goose Bay, reassembled and flown 146 miles over the Arctic wilderness to Mecatina, a small ACS radio range and weather station of the ATC; and used for evacuating nine crash victims, one at a time, over a three day period."



LT August Kleisch received a Distinguished Flying Cross for his actions. Said Thompson, "The first Arctic helicopter rescue is a terrific story-of unselfish cooperation between services and nations, intense devotion to duty, ingenious and clever planning, courage in the face of tremendous hardship, and unrelenting hard work til the job was done." In the words of one rescued airman, "A bloody good show!"

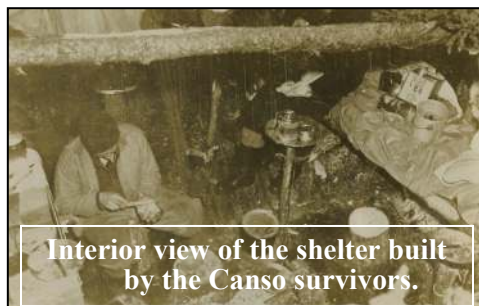
The monograph, donated by Mr. Alfred C. Frawley, in 2010, is a remarkably detailed account of the rescue and contains a number of outstanding photographs. I hope to have the document scanned and available on the Historian's Office website in the near future. Semper Paratus!



LT Kleisch ties extra gasoline cans to the helicopter floats.



After a very cold night, a heater is used to warm the motor.



Interior view of the shelter built by the Canso survivors.



LT Kleisch with 1st LT Lawrence Pollard, Asst. Operations Officer at Goose Bay.



LT Kleisch with one of the rescued airmen.

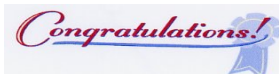
LT Orly Naum Receives Meritorious Award

Military Meritorious Award. She is recognized as a service member who supports and promotes diversity, equality, and the advancement of women.

LT Naum founded the ATC Women's Leadership Council to empower, unite and inspire women across multiple units. As founder and chair, LT Naum cultivated a diverse council, including enlisted, officer, and civilian members from many ranks and specialties. She expertly harnessed this unique collection of CG members to support personal and professional development, local community service, and women's recruitment and retention. LT Naum also served as a dedicated member on the ATC Leadership Diversity Advisory Council. Her commitment to developing and mentoring others led to her selection to plan and execute an extensive Science Technology Engineering and Math (STEM) outreach program with a local high school. There, she shared leadership and aviation experiences with students, conveyed tips on how to succeed in a STEM career field, and inspired students with her belief in the transformational power of education. Her efforts positively impacted more than 2,000 Coast Guard and community members and advanced equal opportunity. FEW recognized her outstanding leadership, achievements, and commitment to fostering a diverse and inclusive Service at their national event, the Virtual Leadership Sum-

mit, on 19 July.

mit, on 19 July.



Ptero Couple Turns a Helo into a Camper

Ptero Blake Morris, Aviator 4620, and his spouse, Ptero Maggie Morgan, Aviator 4498, (both stationed at ATC Mobile) bought the main body of a former German police helicopter from a man in Florida in 2020. But they weren't sure what to do with it at first.

Blake thought that eventually he could turn it into a camper. Luckily, Maggie was very supportive. "I was expecting her to say I was crazy, but she actually said that's a great idea!" They then began the camper conversion, but there were some special requests from Maggie about the cockpit. "I wanted to be able to come out and sit and drink my coffee and look out of the windows of the helicopter while we camped," Morgan said. "Outdoor speakers, outdoor TV hook up, cable hook up...we're not roughing it for sure. The TV swings around so you can watch it in bed or when you're making food in the kitchen. We've gotten lots of honks and when we'd stop at some of the stoplights, people would honk and roll down their window and ask what it was or they'd give us a big thumbs up," Maggie said. (From WPMI NBC News. Blake Morris photos.)



Early morning Maintenance Team at the Guardian Monument in downtown **TRAVERSE CITY**. L to R: John Baker, Curt Erickson, Mark Benjamin, Diz Dalzell.



John Baker maintains the rose bushes at the Coast Guard City monument on Front Street in Traverse City.



CG Aviation Association Chapters

CGAA Chapters have been established 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 to recruit new members. So, instead of Local Coordinators we now have Chapter Coordinators.

The Chapter 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 Chapter members in community activities and civic as well as other veterans organizations.

We still need Chapter Coordinators in Astoria, Humboldt Bay, and Port Angeles. If you are located in any of these areas, please give this a try.

Once again, our Coordinators worked with the various Commands for the annual CGAA awards presentations held all over the country for the second, and hopefully last, annual Virtual Roost. This has been but one example of the good work of our Coordinators representing all Pteros.

Take a look at the latest list, contact your Chapter Coordinator and offer up some assistance. Or, just go ahead and be one. If you wish to become a unit CC, contact CGAA Chapter Liaison Mark Benjamin at 231 642 1201 or email mebmd11@gmail.com

CGAA CHAPTER COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	OPEN		
Atlantic City	Dale Goodreau	dgoodreau1@comcast.net	609 390 4329
Barbers Point	Ronny German	Ronny.w.german@gmail.com	808 349 2990
Borinquen	Doug Armstrong	doug@ratio.com	340 643 2151
Cape Cod	Brian Wallace	ccjblwbs@comcast.net	508 888 7384
Clearwater	Mark D'Andrea	mark.j.dandrea@live.com	727 288 6679
CG Academy	Chris Lutat	clutat@aol.com	901 830 0939
Corpus Christi	John Pasch	paschfam@gmail.com	504 236 6562
Denver/C Springs	Tim Tobiasz	tobiascg@mac.com	504 470 5040
Detroit	Rick Hamilton	rickleehamilton@gmail.com	248 807 3648
Elizabeth City(ALC)	Don Dyer	helomonkey@gmail.com	618 541 4218
Elizabeth City(ATTC)	Butch Flythe	jiflythe@mediacombb.net	252 267 1709
Elizabeth City(Airsta)	Keith Overstreet	sobrecalle@hotmail.com	540 405 3236
Houston	Jim McMahon	jim.mahon44@yahoo.com	281 753 5221
Humboldt Bay	OPEN		
Jacksonville	Kevin Gavin	kpgavin5@gmail.com	904 808 3507
Kodiak	John Whiddon	jbwhiddon52@gmail.com	907 942 4650
Memphis	Steve Rausch	rauschfamily@comcast.net	901 871 4702
Miami	Tom Paligraf	paligraf@comcast.net	305 962 5218
Mobile	Gary Gamble	gary.e.gamble@gmail.com	251 268 9203
New Orleans	Dave Callahan	davcall6@aol.com	251 458 6619
North Bend	Lance Benton	lancebenton@me.com	541 756 6508
Pensacola	Kevin Marshall	kevinandmaryliz@yahoo.com	251 776 3914
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	John Leach	John.m.leach@icloud.com	252 202 4021
Traverse City	Curt Erickson	curtis_erickson@hotmail.com	228 235 9327
Ventura	Pete Heins	k1fjm@aol.com	805 796 6693
Washington	Joe Kimball	joekimball@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. Many Pteros have volunteered to 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 latest list in Pterogram 1-22.

LOCAL CHAPTER ACTIVITIES

In early July, Ptero Local Coordinator, Pete Heins, Aviator 1504, presented LCDR Chris Artac, of F.O.B. PT. MUGU with a very small "Hail & Farewell" present: a one-year Pterodactyl Membership. This was for his multi-year efforts to provide Pete with info on the F.O.B. and CGAIRSTA VENTURA construction progress. Chris has PCS'd to AirSta North Bend where he will be the FSO.





TRAVERSE CITY—Chapter Bi-monthly breakfast meeting. Starting at the Chapter sign and working clockwise: Tim Goldsmith P-3270; Mark Benjamin 1665; Dennis Fox; Santa Greg Cas-kie RS-220; Tom Haase 1948; Fritz Barrett USAF Liaison; Traverse city Chapter Coordinator Curt Erickson, Thad Saur P-5774; Chuck Billadeau P-5069; Bill Biggar 1975. Logo submitted by Traverse City Chapter Coordinator Curt Erickson P-5458.



CAPE COD Chapter luncheon and golf outing: L to R: John Ullrich P-3503; Mike Wrighter 1436; Chris De-whirst 1854; Scott Langu 3361; Joe Amaral 10310; Bud Breault 1124; Judy Ullrich; Cape Cod Chapter Coordinator Brian Wallace 1259
Lunch followed by golf. No word on who won or how much was on the line. Mike Wrighter (l); Joe Amaral; Bud Breault; Brian Wallace.



FINI FLIGHT: Ptero CAPT Kent Everingham, Aviator 3225, Chief of Aeronautical Engineering (CG-41) last CG flight, flown at ALC Elizabeth City on 27 April in an MH-65E. At sometime in his career, Kent flew all versions of the H65 Alpha thru Echo. Photo by Elizabeth City Chapter Coordinator Keith Overstreet 3227.

CGAA Chapter Liaison Mark Benjamin 1665, presents a donation check from the **Traverse City** Chapter to Rebecca Bigelow, Executive Director, Reigning Liberty Ranch in Traverse City. The Ranch offers community-based programs that serve veterans, their families and other disabled and at-risk individuals within the Grand Traverse Area.

CAPE COD Monthly luncheon at Holly Ridge Golf Club held on 26 May. L to R clockwise: Mike Wrighter, Bud Breault, CAPT Russ Webster, Charley Birch, Jim McCarthy, Buck Baley 1664, Brian Wallace. Russ Webster and Jim McCarthy are new to the Cape Cod group. Welcome Aboard !



On Memorial Day at Grand Traverse Area Veterans Park. Several bricks are placed around the various memorials at the Park. Mark Benjamin 1665, along with Traverse City Chapter Coordinator Curt Erickson P-5458. Photo by Tom Haase 1948. Brick is dedicated to HM2 Kaehler. Killed in an HH-3F crash off shore Cape Cod; the Coast Guard clinic on Cape Cod is named for him. Bricks were placed by Mark and Curt.



NEW CG CITY SIGN IN KODIAK

Kodiak was designated by Congress as a Coast Guard City back in 2007. Recently, Kodiak CGAA Chapter Coordinator John Whiddon, Aviator 1731, noted that the sign near the Airport was weatherbeaten and less than ideal. John was involved with the Kodiak Chamber of Commerce and had commissioned the original sign over ten years ago. He met with Ptero CAPT Nate Coulter, Aviator 3406, CO Air Station Kodiak, at the Fly By coffee shop to discuss CGAA activities. Nate suggested a joint CPOA/City of Kodiak refurbishment project. The City provided the materials and payed for the installation of the new sign. In the meantime, the CPOA completed the work as a CCTI project. Though there was no direct CGAA involvement, the CGAA Kodiak Chapter Coordinator brought the necessary resources together and brought it to completion.



MEMPHIS

Chapter Coordinator Steve Rausch and Te Ali Coley. Steve is an A-300 First officer, Ali an A-300 Captain at Fedex. Ali was an HU-25 student at ATC Mobile while Steve was chief of TRADIV. They were both at ATC 2003-05.



Memphis Chapter Mini Mini Roost. Steve Rausch, Paul Tingley, George Gill. Not pictured: Andy Guedry. All are active or retired Fedex pilots.

CAPE COD Golf/Lunch 23 June

We had 11 Coasties for lunch and 6 played golf. John Grossweiler, a Vero Beach snowbird, joined us. Bud Breault missed a hole in one by 6 inches. He also had the only birdie. Mike Wrighter and I played together and we decided to only log birdies and hole in ones. Our score card was blank. Several people brought books to share which I will donate to Sandwich library. Thanks. (Brian Wallace sends.)



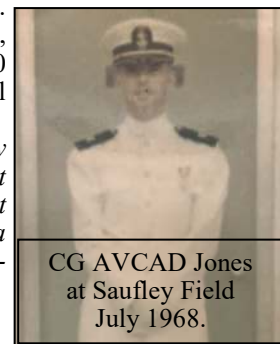
CG AVCADs FROM 14

Ptero Bill Geers, Aviator 1456, received the DFC for a dramatic (and highly dangerous) rescue during a storm on the North Shore of Oahu, HI. John Okon, Aviator 1427, went on to become the Aviation Detailer in HQ. Some AVCADs had prior flight experience with civilian ratings, including Private Pilot, Commercial Pilot, Instrument Ratings, and a few were certified Flight Instructors.

Many AVCADs left the CG to pursue other careers with the airlines, etc. Some remained and had successful careers as Air Station XOs, Cos, District and HQ positions. However, none attained flag rank as the 'company mentality' of that time was that only thoroughbreds and only men could make it to the rank of Admiral. That said, the CG allowed (and paid for) many opportunities for AVCADs and other officers to complete undergraduate college degrees and post graduate degrees at night school and other assorted programs. This, in itself, was challenging as some career-oriented AVCADs were simultaneously dual-qualified as aircraft commanders in both rotary and fixed wing aircraft while standing duty (on base and on call for 24 hours often every third day and occasionally every other day). This erratic scheduling proved challenging while pursuing college degrees in order to remain competitive for promotion.

On balance, CG aviation duty-standing aviators remain arguably the hardest working peacetime cadre of military aviators with successful collateral duty completion being the major criteria for promotion. The AVCAD program, short and sweet as it was, served the Coast Guard and the nation well in a time of need. Presently, in 2022, fewer than 100 AVCADs are still living.

[How many AVCADs will be at the Corpus Roost this year for a little 'mini-reunion?...Ed]



CG AVCAD Jones at Saufley Field July 1968.

SCHEDULED CHAPTER ACTIVITIES

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

CAPE COD: Marshland Too has closed. Brian is organizing monthly luncheons at various locations on the Cape. Call Brian for more info.

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 cjbwlbs@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 luncheon coordinator John Mills at 361 215 6941 or Corpus Christi Chapter Coordinator John Pasch at paschfam@gmail.com or 504 236 6562.

KODIAK: Annual Kodiak Chamber of Commerce Coast Guard Appreciation dinner. Held in February. For info contact Kodiak Chapter Coordinator John Whiddon at jbwhiddon52@gmail.com or 907 942 4650.



TRAVERSE CITY:

Breakfast at 0900 on the 1st and 3rd Monday of each month.

Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City.

Monthly Ptero dinners. Scheduled each month September thru May. Generally, held on a Thursday evening at 1800 somewhere in the Traverse City area. For more info contact Traverse City Coordinator Curt Erickson at curtis_erickson@hotmail.com or 228 235 9237.



AIR STATION VENTURA, CA CONSTRUCTION PROGRESS SITREP By LCDR Nathan Shakespeare, Av. 4274



The Airsta Ventura hangar continues to progress on schedule! On the Hangar: Roofing is done! Contractors are working on the interior walls and some early rough-in mechanicals. On the Admin Building: Roof framing is complete, roof installation follows quickly.

The project isn't without risk, but it's tracking nicely for a 2023 ribbon cutting for the facility and a 2024 standup of a new ~80 member AirSta O-5 command.



ATC MOBILE recently arrived at a very important hallmark in their initiative to improve the Student Naval Aviator (SNA) experience in Pensacola by working together as an ATC-CGLO team. They hosted CG Student Naval Aviators as part of the Aviation Partnership Initiatives (API). The self-proclaimed SNAIL (Student Naval Aviator Interns Learning Stuff) Team was on site at ATC for one month and qualified and stood Operations Duty Officer (ODO), flew in ATC aircraft, received mentorship, participated in the Leadership Diversity Advisory Counsel, and assisted ATC in a myriad of projects including consultation on the Training Department SOPs, the best use of virtual communication methods, aviator logbook efficiencies, and cross-divisional scheduling. This is a "bright spot" for CG Aviation as we make best-use of SNA down-time at Pensacola. This is being executed in parallel with the ATC/CGLO initiative to **reduce time to train, monitor/shape cost to train, and improve the student experience** by utilizing "dead/pooled" time wisely. This is IN PLACE of what would have been 1-month of dead time, awaiting the next phase of flight. This is just one piece w/ in the Student Improvement Initiative going on...stay tuned for more updates, which will include ATC and CGLO's formal assimilation into the CG Mentoring Program. Sadly, the duration of flight training has crept up beyond 2.5 years, and could actually reach three next FY. A new helicopter to replace the TH57, coming right on the tail of COVID slowdowns...which hit our schoolhouses very hard...are all to blame. ATC CO Ptero CAPT Chris Hulser



U.S Coast Guard Aviation Training Center Mobile, AL presents
"CONVERSATION WITH A HERO"
featuring Coast Guard Aviator # 878
CDR Lonnie L. Mixon, USCG (retired)
Monday, 18 July 2022 at 9:45 AM CDT via Facebook Live

During his 'Facebook Live' interview on 18 July at ATC Mobile, Ptero Lonnie Mixon, Aviator 878, a native Mobilian, described how he joined the Coast Guard, and served seven years as a Sonarman First Class. One of his assignments was on Ocean Station aboard CGC Ponchartrain. He then applied to OCS and was assigned to CGC Chilula after graduation prior to applying for flight training. He told many

amazing and fascinating stories about his aviation career, especially about his time as an exchange pilot with the Air Force in Vietnam. You can watch the video, 'Conversation with a Hero' on 'Facebook Live.'



Coast Guard Aviation in Vietnam
Combat Air Rescue Pilot
1967 1968 1969 1970 1971 1972

Lonnie signs a picture of his Air Force 'Jolly Green.'



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 'A' School is a blended program with a 10 week distance learning apprentice program administered by ATTC while students are serving at their permanent home air station. Students then attend a 10-12 week resident program at ATTC with an emphasis on performance based learning on their assigned airframe where possible. ATTC maintains maintenance training units for the MH-65, MH-60, and C-130H. AST students complete their technical and skills training in the state of the art Rescue Swimmer Training Facility during a challenging 24-week program. All graduates appreciate the "dues-free" initial year of membership in the CG Aviation Association and are proud to carry on the legacy of those who have preceded them. 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 Taylor R. Berkenmeier	Kodiak	AET3 Noah J. Birk	Mobile
AET3 Preston W. Brown	HITRON	AET3 Dillon T. Green	Mobile
AET3 Sawyer D. Larsen	Kodiak	AET3 Marchayla S. Martin	Humboldt Bay
AET3 Amanda L. Murphy	Houston	AET3 Connor A. Robertson	Barbers Point
AET3 Brandy Tirado	Savannah	*AET3 James A. Rowland	Cape Cod
AET3 Robert G. Caliendo	Atlantic City	AET3 Andrew C. Carroll	Cape Cod
AET3 Alexa E. Criste	Atlantic City	AET3 Tanisha S. Darderarce	Mobile
AET3 Julie M. Dibbini	Corpus Christi	AET3 Brian W. Hogge	San Francisco
AET3 Kalen A. Palko	Elizabeth City	AET3 Aram Perez	Barbers Point
AET3 Taylor K. Sterne	Barbers Point	AET3 Christopher J. Vasko	Sacramento
*AET3 Michael A. Mendes	Cape Cod	AMT3 Zachary K. Coppin	Astoria
AMT3 Artaysia M. Hashimoto	Mobile	AMT3 Elijah J. Manor	Kodiak
AMT3 Cole F. Moes	HITRON	AMT3 Zachary R. Smith	Kodiak
AMT3 James R. Snapp	HITRON	AMT3 Jeffrey R. Sutton	Mobile
AMT3 Sean M. Taaffe	Cape Cod	AMT3 Grant M. Whittington	San Diego
*AMT3 Collin J. Vondran	Cape Cod	AMT3 Jaegar M. Carlyle	Elizabeth City
AMT3 Francesca C. Choy	San Diego	AMT3 Jon P. Cuny	Kodiak
AMT3 Nicholas K. DesRoberts	Borinquen	AMT3 Jose M. Fontanez Del Valle	Kodiak
AMT3 Christopher T. Hale	Elizabeth City	AMT3 Peter C. Holderness	San Diego
AMT3 Jonah R. Lezama	Traverse City	AMT3 Ralph C. Meadow, III	Borinquen
AMT3 Jonathan D. Powers	Traverse City	AMT3 John H. Sullivan	San Diego
AMT3 Zachary N. Tanner	Borinquen	AMT3 Austin M. Wild	Kodiak
*AMT3 Buddy A. Cahall	Kodiak	AET3 Taylor R. Allen	Clearwater
AET3 Johnathan W. Densmore	Miami	AET3 Michael J. Hellmann	Cape Cod
AET3 Cameron R. Leighty	San Diego	AET3 Benjamin D. Modorsky	Mobile
AET3 Vincent L. Mika	North Bend	AET3 Brenden C. Perkins	Elizabeth City
AET3 Zachary G. Waring	Kodiak	*AET3 Wiley A. Clough	Kodiak
AET3 Matthew C. Atkinson	Miami	AET3 Ethan M. Beck	Atlantic City
AET3 Graham W. Carpenter	Kodiak	AET3 Alfredo N. Chavez	Mobile
AET3 Matthew R. Frezza	Sacramento	AET3 Dustin B. Hiatt	Elizabeth City
AET3 Michael Kennedy	Corpus Christi	*AET3 Aubrey L. Lametterey	Kodiak
AET3 Devin C. Mitchell	Kodiak	AET3 Nathaniel C. Pierce	Miami



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
5050 James Duhamel	Sacramento	5051 Edwyn Cunningham	Miami
5052 Bret Doherty	Sacramento	5053 Conner S. Marek	Houston
5054 Michael L. Brachmann	Elizabeth City	5055 Zachary L. Baker	Clearwater
5056 Kyla M. Hughley	Detroit	5057 Brady L. Stepan	San Diego
5058 Cade D. Benson	Atlantic City	5059 Mark R. Krebs	Elizabeth City
5060 Christian J. Lee	Corpus Christi	5061 Brian Z. Eldridge	Traverse City
5062 Ian M. Hopper	Corpus Christi	5063 Taylor A. Aguirre	Port Angeles
5064 Christian L. Toscano	Detroit	5065 Aodhan P. Fogarty	Mobile
5066 Colton E. Atkinson	Cape Cod	5067 Zachary M. McGhee	Detroit
5068 William C. Boardman	Borinquen	5069 Sophia C. Rubino	Savannah
5070 Camden J. Cecchini	Barbers Point	5071 Liam P. Ballantyne	Port Angeles
5072 Nicholas H. DelToro	Miami	5073 Andrew B. Carroll	Atlantic City
5074 Tarney K. Haussler	North Bend	5075 Michael R. Travers	Astoria

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 Corpus Christi Roost, from 1 to 4 November, is fast approaching! In order to be the "cool kids" in attendance, you'll definitely want to wear your official CGAA magnetic name tag.

Due to higher costs, we're only ordering new name tags if we have 10 or more orders. From now, through the end of August, we're accepting orders for the name tags. That will give us plenty of time to have them made and either ship to your home or delivered to you at the Roost, to save shipping costs that keep rising.

Don't forget to get one for your spouse or significant other!

I eagerly look forward to seeing you at the Roost. We're way overdue for in-person frivolity.

Please email me at jay.d.crouthers@aoptero.org with your comments and suggestions. 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 2022 **Please make copies of this form and pass it on.**

Please check all below that apply:

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

☐ CG Aviator (Data if known:) ☐

Designation Nr: _____ Date: _____

Helo Nr: _____ Date: _____

☐ CG Aircrew ☐ CG Flight Surgeon

☐ Exchange Pilot

Service _____ Country _____

CG dates served: _____ to _____

☐ Other: _____

☐ Please send me how-to-help info!

MAIL TO:

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



ANCIENT AL From 5 The last week of June, I presided over a very unique change of command for Port Angeles. The CO asked to do an "in air" change of command ... what you say? Let me tell you by describing it. I will say this stretched my comfort zone; but "no risk, no reward" and it turned out awesome! The CoC was outside with the audience on the tarmac. was announced and took a seat up front. The CO was announced and entered by flying by the crowd (safely over the runway at about 50') in an H65. The PCO was announced and also flew by in another aircraft. Then they joined up in a formation out of sight as the MC explained the concept of a formation to the audience and importance of the "lead" aircraft. The most senior and junior members of the command read both sets of orders at the podium, and the CO/PCO requested permission over the radio and PA systems for all to hear. Upon my direction to execute orders, the formation flew by in front of the audience as the lead aircraft (CO) slowed to yielded the "lead" position to the new CO. Once past the audience, the

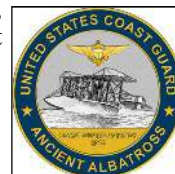
outgoing CO broke right and flew over the crowd signifying her departure. Pretty damn cool! All were impressed particularly the Army and Canadian aviator guests. I've provided a link so you can check it out. <https://www.peninsuladailynews.com/news/a-change-in-change-of-command-ceremony/>

Finally, as I stated, I had the privilege to preside over the Enlisted Ancient Albatross change of watch at HITRON. AETCM Jamie Young was relieved by AMTCM Shannon Fortune as EAA#15. Our Chief of Aviation Forces, CAPT Andy Eriks, and CGAA President, Mike Emerson attended as well as HITRON CO, CAPT Greg Matyas and crew. HITRON provides an awesome, formidable force package to our cutters enforcing law and order on the seas - an impressive DSF (Deployable Special Forces) unit and crew! AMTCM Greg George emcee'd a nice ceremony in which our EAA representation shifted from a career fixed wing to a career helo aircrewman. I can't think of a more fitting transition to highlight the importance of our collective Aviation Team. We even had a surprise special guest,

SCPO Gary Butler, EAA#3 (1998-99) and we spent some time sharing stories. Jamie - thanks for all your service and I wish you the best in the adventures ahead. Shannon - I look forward to working with you as we represent and advocate for our great aviation family!



Always my honor to serve!
RADM Mel Bouboulis,
Aviator 2915, Ancient
Albatross #26



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



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New Aviation Projects Acquisition Center Crew. See story on P. 5.



MAIL Pg. 15



CDR (Ret.) Lonnie Mixon
Address the ATC Mobile
Audience. See story on P.
21. Gary Gamble Photo.

Former CG Aviation Ca-
det (AVCAD) Ptero CAPT
(Ret.) Kyle Jones now flies
his 'Bonanza' for the CG
Auxiliary in D9. See story
on P. 14.

Hope to see you at the 2022
Ptero Roost! See story on P. 1.

