



PTEROGRAM



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

CONTENTS

President's Corner.....2	50th Anniversary of Vietnam War End Marked...3
AirSta Atlantic City 25th Anniversary Marked.....3	CG Auxiliary Supports AirSta Atlantic City 25th..5
Expedition to the Arctic.....6	Inter-service Academy Flight Competition.....9
Redbird Funding/Soft Patch Ceremony at CGA.10	Ancient Albatross Articles.....11
HU-16E Accident review.....12	ADC Gus Jablonski/First CG Aux. Aviator.....13
New Aviators & ATTC Grads.....22	Membership Application/Renewal/OrderForm.23

Ancient Albatross Changes of Watch Conducted

Photo By PA2 Gabriel Wisdom, D8 Public Affairs

On 18 April, Air Station New Orleans hosted the Ancient Albatross Changes of Watch ceremony where Ptero RADM Chris Bartz, Aviator 3167, relieved Ptero RADM Mel Bouboulis, Aviator 2915, and became Ancient Albatross #27. Also, Ptero AMTCM Mark Leichenauer, P-6107, relieved Ptero AMTCM Mark Fortune, P-5849, and became Enlisted Ancient Albatross #15.

RADM Bartz, is the Asst. Commandant

for Command, Control, Communications, Computers and Information Technology (CG-6). In this capacity, he also serves as the CG's Chief Information Officer. He received his wings in 1994 and reported to AirSta North Bend for his first aviation assignment. He was designated an Aeronautical Engineer in 1998 and received follow-on assignments to ATC Mobile, AirSta Detroit, and AirSta New Orleans. He has over 3,300 hours of helicopter flight time.

Master Chief Leichenauer is the MH-60T Leading CPO at Air Station Clearwater. His previous assignments include AirSta Elizabeth City as the MH-60T Platform Manager; AirSta Astoria as the MH-60T Maintenance Chief; ATC Mobile as the MH-60T Flight Examining Board Chairman; AirSta Cape Cod; AirSta Clearwater; ATTC Elizabeth City; CGC Decisive in St. Petersburg; and RTC Cape May.

Several Pteros attended, including AirSta NORL CO Keith Blair, Av. 3667, Mike Emerson, Av. 2799, Mike Brandhuber, Av. 3358, and Gary Gamble, Av. 1826. The Ptero's were mentioned multiple times during the ceremony and sponsored a 'mudbug feast' after.



Our new Esteemed Ancients: RADM Bartz (L) and AMTCM Leichenauer



Plans Set for 47th CGAA Roost in San Diego



Our 47th Ptero Roost honoring the CO, Ptero CAPT Jim Spittler, Aviator 3486, and the men and women of Air Station San Diego, will be in San Diego from 31 October-3 November. Our enthusiastic Roost Coordinator, Ptero Tony Hahn, Aviator 3158, and his helpers, have put together an impressive program. See the Roost details and registration info on our website (aoptero.org/Roost/2023).



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 2023, 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: Zach.Wiest@aoptero.org & communications@cgaviationassn.org.

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Enlisted Ancient Albatross
MCPO Mark Leichenauer
-ex officio



A Message from 2551 (CGAA/AOP President):

Fellow Pteros!! I hope that you and your families are enjoying the summer. For those of you still on active duty, it's PCS season, and some of you are moving from one assignment to another. I wish you the best of luck as you pack up your family and household, move all to a new place, and continue to serve in this, the best profession in the best service.

As you'll see in the following pages, our CGAA has been active, and I'd like to highlight the efforts of a few of our members. Many thanks to Janis Nagy, 2791, and his team of volunteers who staffed the CGAA tent and helped people to learn about the service of Coast Guard aviators in Vietnam. On May 13, they represented the CGAA on the National Mall at the commemoration of the 50th anniversary of the end of the Vietnam War. "Camp Legacy" helped to expand on the stories of Vietnam veterans during the Vietnam War period, and provided historical exhibits, static displays, and a place for veterans and families to gather.

We're also grateful for the efforts of Phil Volk, 1644, and Chris Lutat, 2686, who have worked hard to make the Cadet Aviation Club and the Cadet Aviation Flight Team the success that it is today. Their efforts built on the significant investment made by Ptero Frank Shelley, 633, and others. The CGAA has supported the effort by funding the maintenance support of the Red Bird flight simulator at the Academy. Phil and Chris acknowledge that "it's the cadets that keep it going -- their appetite for CG Aviation is the essential ingredient." CGAA support for cadets and officer candidates helps to bring the next generation of Coast Guard aviators along, and to strengthen that link between successive generations of aviators who have shared the thrill and the reward of Coast Guard aviation.

Finally, congratulations to our newest Ancient Albatross, RADM Chris Bartz, and to MCPO Mark Leichenauer, our newest Enlisted Ancient Albatross! Hopefully, you'll be able to offer your own congratulations when you join us at the Bahia Resort Hotel in San Diego for the 2023 Roost from October 31 to November 3. Have you registered yet? Registration is easily accessible from the [2023 Roost webpage \(aoptero.org/2023-roost/\)](http://2023.Roost webpage (aoptero.org/2023-roost/)) You can also register simply by calling Roost Coordinator, Tony Hahn, 3158, at (703) 220-6582. Tony will be happy to get you registered over the phone.

See you in San Diego!
Peter Troedsson PTroedsson@gmail.com 503.468.9898

Taps

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

- ★ Jack K. Stice, 1234, 3/29/23
- ★ Cathy Sivils Entman, P-2870, 4/--/23
- ★ James Glasgow, 800, 12/8/22
- ★ David Irons, 757, 12/3/22
- ★ Edward Murphy, 775, 12/16/22
- ★ Dale Schmidt, 918, 2/1/23
- ★ David Scott, 1268, 1/13/23
- ★ Paul D. Russell, 943, ___/___/23
- ★ Louise Gregory (spouse of Ptero Robert L. Gregory, deceased), 6/--/23

New CGAA Members Since 3/1/23. Welcome Aboard!

Wally Argueta	Active	P-6110	J. David Atchley	Life in 5	P-6131
Chris Aument	Active	3849	Howard Baker	Life in 5	4237
Marissa Bonnefin	Active	4966	John Boyle	Regular	P-6119
Nelson Cable	Active	4195	David Chareonsuphiphat	Active	3210
Stephen Curbelo	Active	P-6101	Paul Doyle	Active	P-6137
Dekoda Ek	Active	P-6133	Dale Elmore	Active	P-6128
Gordon Evans	Regular	P-6104	Cooper Foster	Active	P-6098
Tyler Fournier	Active	P-6132	Gary Horowitz	Regular	P-6121
Kyle Kirby	Active	P-6134	David Kisiah	Active	P-6136
Mark Leichenauer	Active	P-6107	Timothy Lovins	Life-Regular	4734
Carl Luxhoj	Life-Regular	4469	Jessica Marroquin	Active	P-6125
Luis Martinez	Active	P-6100	Eugene McGuinness	Life-Regular	3638
Curtis Miller	Regular	P-6118	John Murray	Life-Regular	1819
Nacole Nader	Active	P-6115	Andrew Nielsen	Active	4988
Justin Pacheco	Active	4707	Salvatore Palmeri	Life-Regular	2715
Tina Pena	Life-Regular	3460	Jacob Rivera	Active	P-6106
Noah Rodrigues	Active	P-6099	Joseph Sheehan	Regular	P-6108
Lauren Smith	Life-Regular	4489	Andrew Stone	Active	P-6117
Donald Strother	Regular	2222	Austin Takeda	Life-Regular	5079
James Willingham	Life-Regular	3819			

PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel. Reproduction of Pterogram for further distribution is authorized & encouraged. Correspondence may be sent to: AOP P.O. Box 10737 Alexandria, VA 22310 or Editor, Pterogram 4816 Powder House Drive Rockville, MD 20853 Email: SEGGoldhamm@aol.com

50th Anniversary of End of Viet Nam War Commemorated By Ptero Janis Nagy, Aviator 2791

From 11-13 May, the Coast Guard Aviation Association participated in the Washington, DC Operation Welcome

Home event at Camp Legacy near the Mall, recognizing the 50th anniversary of the Vietnam War. We had a 20 by 20-foot tent as a rally point. The CGAA reproduced a 6 by 8-foot mural that details Coast Guard aviation's participation in the Vietnam War that was displayed in the tent. We also had some giveaways, including CGAA brochures, CG Aviation Centennial decals, and Ptero Logo decals, and beverages and snacks available.

I think every Army General in attendance (and there were a lot of them), stopped by our booth and every other booth to thank exhibitors, and in our



case, share a Coast Guard anecdote. I also did an interview with Wreaths Across America.



Pteros Janis Nagy (L), Beth Crumley, P-1916, & Jay Crouthers, Aviator 1360.



Ptero Nagy (R) being interviewed by Chris Chapman of Wreaths Across America Radio.

Air Station Atlantic City Celebrates Its 25th Anniversary By LT Kaitlyn Sneed, Av. 5044, LT Gill Gerton, Av. 5126, and CPO Cynthia Oldham

Brooklyn and Air Station Cape May merged, the southern New Jersey-based helicopter crews have flown on more than 7,000 search and rescue cases, dedicating more than 11,000 flight hours to aiding people in distress – and have accumulated more than 182,548 flight hours (equal to more than 20 years) supporting critical CG missions.

The formal ceremony was kicked off by RDML Shannon Gilreath, CCGD5. Following his remarks, the unit highlighted exceptional members who work tirelessly, day in and day

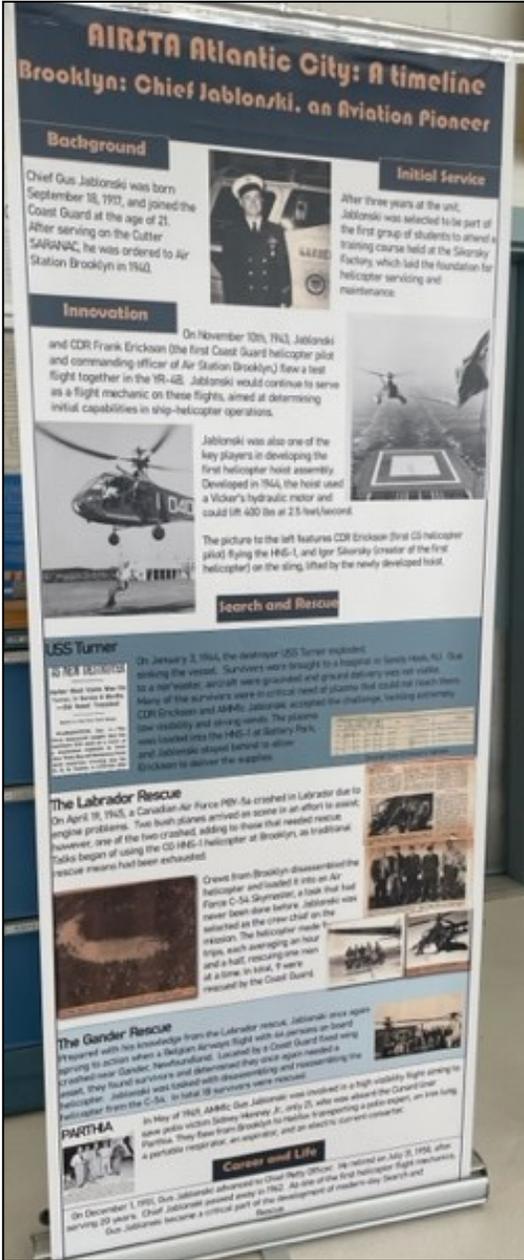


On 11 May, Air Station Atlantic City celebrated its 25th anniversary for unit members, support entities, and special guests, to include the Pteros, with a breakfast, a 5K race, lunch, remarks, guest speakers, history exhibits, and a short tour. Since Air Station Atlantic City's creation in 1998, after Air Station



Congressional Proclamation by Mr. Chin (right) from Congressman Van Drew's office, in honor of the 25th Anniversary, with CO CAPT Graham (left).

out, to make the unit run. The ceremony wrapped up with words of appreciation from the current CO Ptero CAPT Jeff Graham, Aviator 3601, and a congressional proclamation on behalf of Congressman Van Drew, representative of the New Jersey 2nd District.



Pteros Goodreau & Benjamin

Following are Ptero Steve's remarks: "My family's journey from CGAS Brooklyn to CGAS Atlantic City begins in 1940. My Father, Gus Jablonski, ADC ret., reported aboard as a seaman. He soon became part of the team keeping the Coast Guard aircraft flying. In 1943, he was assigned to helicopter service and maintenance school at the Sikorsky factory. This was the start of a career that included the first helicopter rescue, the development of the helicopter as a rescue vehicle, and development of the rescue hoist.

In 1945, he was the crew chief for the disassembly of an HNS-1 helo, (the Labrador Special), shipping by an USAAF C-54 to Labrador/Newfoundland, and reassembly to rescue the nine survivors of a Royal Canadian PBY . All were safely rescued. This was the first recorded rescue of this style.

In 1946, he again was the crew chief for the disassembly, shipping by an USAAF C-54 to Gander, Newfoundland, and reassembly of an HOS (the Gander Express) to assist in the rescue of survivors of a Sabena DC-4. An HNS was similarly shipped from AirSta Elizabeth City. For their efforts, all involved were awarded the Silver Medal of the Order of Leopold II by the Belgian Government.

For the complete story of my father's career, I would recommend reading "The Story of Chief Gus Jablonski" by Ptero Sean Cross, Aviator 3321, CAPT, Ret. It is on the CG Aviation Association web site.

My journey started in 1945 when I was born. Brooklyn was almost a second family. There were Thanksgiving dinners and Christmas parties with Santa arriving by helo. In fact, in 1951, another "family" member was Ptero Steve Goldhammer, son of LCDR Walter Goldhammer. My Father flew with the LCDR; I flew with him and his son. Steve went on to a career in the Coast Guard, retiring as a CAPT and at one point being the XO of Brooklyn.

My time in The Coast guard started in Sept. 1963. In March 1964 I reported to AD "A" school at Elizabeth City. I Graduated Sept. 1964. As a shining new AD3, I reported to CGAS Brooklyn. The next three years were an adventure. We flew the HU-16 Albatross and the HH-52 Seaguard. Some of the pilots I flew with were: CAPT

Ptero Mr. Steve Jablonski, P-2626, son of Chief Gus Jablonski, was the first of the two notable guest speakers. Chief Gus Jablonski was one of the CG's first helicopter flight mechanics and worked on the original hoist design. He spent his career primarily at Brooklyn and was involved in many high visibility cases to include the Labrador and Gander Rescues. His son and the guest speaker, Steve, was also an aviation mechanic in the Coast Guard. The second speaker was Ptero CAPT Tom King, Aviator 1775, early CO of what we know to be Air Station Atlantic City. CAPT King shared experiences from Atlantic City's predecessors, Cape May and Brooklyn, and showed the unit's growth over the past 25 years. Throughout lunch, a history display dating back to the original AirSta Cape May was available for viewing. Chronological banners, pictures, and artifacts were on display, including one of the original hoists

from AirSta Brooklyn, lent to the unit by the curator's office. The Pteros sponsored the sev-



The first helicopter rescue hoist (1943). Photos by Michael Jablonski.

en history banners as well as commemorative unit patches for all unit members. Several Pteros attended the event, including CAPT Dale Goodreau, Aviator 1710, and CDR Mark Benjamin, Aviator 1665.



CAPT (Ret.) Tom King.

Ret. Bobby Wilks, CAPT Ret. Lance Eagan (He was one of the Viet Nam rescue pilots.), CDR Ret. Walter Goldhammer, & CAPT Ret. Billy Richardson. Then-LCDR Richardson was the pilot of an HH-52A that lost tail rotor drive on lift-off. I was the crewman. That was one hell of a ride, but we all survived. I believe it was the only HH-52 that Brooklyn lost.

And the list goes on. During my time as a SAR Aircrewman, I flew many hours of searching, rescued the pilots of a DC3 that landed short of Newark, Lost boaters, and an ill passenger on a party fishing boat, to mention some. There were also the sad ones: a lost girl, a jumper from the George Washington bridge, many boats/ships that were never found. And, of course, the ones that got back, but no one notified us.

After my discharge in 1967, I had little contact with Brooklyn. When I learned Brooklyn was being decommissioned, I was sad; my rate was gone, my aircraft were gone, and now Brooklyn. On May 22, 1998, my wife, son Michael and I traveled to Brooklyn to say goodbye. It was then that I learned of the CG Aviation Association. So I joined. That June

they held their annual roost at CGAS Atlantic City. It was an enjoyable time; to see the new air station, some old friends and understand where Coast Guard aviation was headed.

The next time I crossed paths with CGAS Atlantic City was October 15, 2021. The American Helicopter Museum, West Chester, PA, became the custodian of HOS #75610, The Gander Express. This Helo was very close to me. I have a picture of my father in front of it with his Order of Leopold II medal. So, upon learning of the restoration and unveiling, I contacted the museum and sent them copies of all the pictures and correspondence I have. Michael and I traveled to the museum to see, touch, experience this very special helo. One of the other perks there was an MH-65 Dolphin from CGAS Atlantic City, The flight crew, pilot EO Ptero CDR Chris Polyak, Aviator 3805, CP Lt Josh Alleman, Aviator 4779, and crewmember AMT2 Tristan Camp were the picture of what I would expect CG aviators to be.

So here we are May 2023, celebrating 25 years. I feel almost humble; to be at Brooklyn within years of its commissioning, at its decommissioning 59 years later, the beginning of Air Station Atlantic City, and now 25 years after. So, thank you for having us and may you all stay safe and enjoy this ride, CG Aviation!

The occasion allowed the unit to pause, appreciate the innovation and hard work that came before them, brought new and past aviators together to learn and network, and provided members the opportunity to have a fun day with their loved ones as a thanks for all they do. AirSta Atlantic City would like to formally thank the Pteros for their support in this event!

When AirSta Brooklyn and AirSta Cape May combined 25 years ago, the new air station's area of operations spanned both the First and Fifth CG districts, providing aerial mission support to New England and the Mid-Atlantic. The newly formed air station was the Coast Guard's newest and largest single airframe unit, where its crew stood ready to respond to an emergency along much of the East coast.

Although established in 1998, the longstanding history of the air station's pioneers, idea-makers, and true heroes, solidifies that AirSta Atlantic City's impact is greater than that of a military unit. Today's operational successes flourished from nearly a hundred years of hard work, innovation, and lessons from previous See AIRSTA ACY On P. 23

District Auxiliaries Support AirSta Atlantic City's Celebrating 25 Years of Service By Ptero COMO Joseph Giannattasio, P-3021, D5NR

Air Station Atlantic City marked a significant milestone as it celebrated 25 years of dedicated operations with an inspiring 5-K run and commemorative ceremony on May 12th. The event was made even more memorable by the presence of a dozen esteemed District 5 Auxiliaries who graciously offered their support.

Air Station Atlantic City has been a beacon of strength and commitment, tirelessly providing invaluable assistance across a wide spectrum of Coast Guard operations. From search and rescue missions to law enforcement efforts, port security, and marine environmental pro-

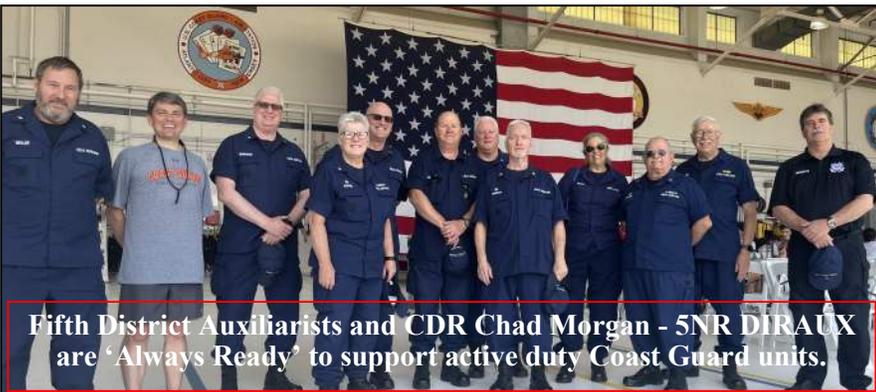
tection, the air station's sentinels have played a vital role in safeguarding both the New England and Mid-Atlantic regions.

The anniversary event served as a testament to the dedication, professionalism, and unwavering spirit exhibited by the men and women of Air Station Atlantic City over the past quarter-century. Attendees had the opportunity to participate in a 5-K run, symbolizing the air station's endurance and commitment to serving the community. The race was followed by a moving ceremony that reflected on the station's significant accomplishments and recognized the outstanding efforts of the dedicated personnel who have served there throughout the years.

District 5NR Auxiliaries, renowned for their unwavering support and commitment to the CG's mission, were proud to stand alongside their CG counterparts during this special celebration. These esteemed volunteers offered their assistance and expertise, further reinforcing the strong partnership be-

tween the CG and the Auxiliary. Their presence demonstrated the collaborative effort to ensure the safety and security of the maritime community.

Air Station Atlantic City's 25th anniversary celebration was a remarkable tribute to the station's remarkable achievements and the indomitable spirit of those who have served there. The event not only highlighted the commitment and dedication of the station's personnel but also underscored the invaluable contributions of District 5NR Auxiliaries. Their support and solidarity emphasize the Coast Guard's unwavering commitment to protect and serve the public.



Fifth District Auxiliaries and CDR Chad Morgan - 5NR DIRAUX are 'Always Ready' to support active duty Coast Guard units.



Auxiliary Air Observer Joe Sheehan (L), CAPT Jeff Graham (ACY CO) and CWO3 Mike Mauro (Original Plankholder from AIRSTA-ACY 25) enjoying camaraderie and fellowship. CG Auxiliary photos by Joe Sheehan.

Expedition to the Arctic

By Ptero James Durfee, Aviator 521

My name is James Durfee, CG Helicopter Pilot #115. I graduated from the CG Academy in June, 1944 (Class of 1945). I was one of the four helo pilots that participated in the DEW (Distant Early Warning) Line cargo supply mission in 1955. I was on CGC *Storis* with CAPT Fletcher Brown while CAPT Gershowitz and CAPT Easter were on *Northwind*.

I spoke with Ptero John Moseley, Aviator 743, a couple of years ago and told him of the assignment and he asked if I would submit an article for publication describing the mission. I said I would try to do it at some point. At the time, I was living in Potomac, MD and I have since moved to Fernandina, FL in a retirement home. I could not get around to it because of an indescribable number of interruptions, but recently I was invited to attend the CG Aviation Training Command, Mobile, AL for a celebration of my 100th birthday. I had opened the Mobile facility and was the first CO. We discussed the article there and I decided to buckle down and try to finish it. Which I did!! Below is the finished product.

In the early 1950s, the need was determined for a radar Network Across the top of Alaska and Canada for what was considered at the time a serious potential threat from missiles that might be launched from Russia into many critical targets in the United States. This was at the time of what was considered "cold war" when relations between the two Nations was anything but friendly and Russia was known to possess such capability. At the time, there was little in place to provide a realistic defense system in the area. At the same time, the Arctic presented a difficult region in which to develop such a defense since ice conditions during parts of the year were formidable. In addition, the area across Canada common had experienced little Marine navigation and the route under consideration had been surveyed on a very limited basis and almost no aids to navigation were in place. The United States Navy was tasked with Logistics support of what was called the Distant Early Warning (DEW LINE). Due to the strong possibility of ice impeding passage of supply vessels and the requirement for marine survey and placement of aids to navigation, the USCG was included in the project under the Navy to provide support in these areas. At the time, the Coast Guard possessed the only true United States icebreaking capability in the marine environment with the Wind class icebreakers. Two CG Wind-class icebreakers were designated for the project, CGC *Northwind* and CGC *Storis*. It was recognized

early that helicopter support would be essential to the project for navigation through heavy ice and transport of officials between vessels when in ice and small boats could not be used. *Northwind* was superb for the task due to her icebreaking capability and her existing helo handling ability. She had considerable ice experience, both in the Arctic and Antarctic. However, *Storis* had no helicopter handling capability except for refueling the aircraft in a hover over the aft deck or alongside the ship. *Storis* had limited ice breaking capability, but she did have a strong ice breaking bow and considerable experience in the lower Arctic. She was designed as an aid to navigation vessel. An attempt to circumnavigate the North American continent several years earlier by *Storis* was unsuccessful due to heavy ice conditions at the time. It was planned to modify *Storis* to permit take-off and landing of helos by constructing a suitable landing platform over the top of the stern deck. Space was made available for maintenance personnel to perform essential maintenance under cover and to store maintenance equipment and spare parts. Fuel storage and handling capability already existed on *Storis*. The Navy agreed to supply four HTL-4 helos, two for *Northwind* and two for *Storis*. The Navy was then using the HTL on a limited basis and the CG was flying the HTL aircraft



daily in New York harbor on a Port Security mission out of CG Air Station Brooklyn. Pilots and crewmembers for the project were chosen from the New York Port Security detachment. It was anticipated that the assignment would be less than six months since winter ice conditions would prevent supply by ship after that. Crews were to consist of two pilots and four maintenance personnel with a CPO in charge of maintenance. One crew was assigned to *Northwind* and the other crew to *Storis*. Pilots assigned to *Northwind* were CDR Dave Gershowitz and LCDR "Hap" Easter. Pilots assigned to *Storis* were CDR Fletcher Brown and LCDR James Durfee. The mission began



with issuing of personal clothing and fitting of wetsuits since practically all flying would be over icy cold water and solid ice.

The two crews assembled at Air Station Brooklyn and boarded a CG RSD for the flight to Seattle to meet *Northwind* and *Storis*. The flight was uneventful, and our crew arrived at *Storis* at approximately the same time as the two HTL helicopters we would be flying on the mission. It was interesting to watch the two HTL helos be stowed on board *Storis* for the voyage. *Storis* had a large crane over the flight platform that was used to transfer the helos to the ship. Both HTLs were equipped with floats, which made placement on the ship more difficult. Once the aircraft were stowed and secured, our crew was shown their quarters for the voyage.

The CO of *Storis* was CDR Harold L Wood who stated he had little experience with helicopters and would refer to CDR Brown for advice during the voyage.

The next day, *Storis* departed Seattle and proceeded North via the Inland Passage through Canadian waters. Our first planned stop was Juneau, AK. *Storis* had loaded considerable supplies for the trip but the stop in Juneau provided opportunity to load some consumables. Enroute to Juneau, the weather was very clear with little wind and there was no opportunity to fly the helicopters before departure. The pilots had taken off or landed on the small platform that was constructed on *Storis* aft deck. CDR Brown was anxious to fly with ideal weather conditions. In addition, the crew of *Storis* had never experienced helicopter operations on board and many small details had to be developed and executed for safety and effective handling. The large crane which extended over the aircraft permitted the aircraft to depart the deck only to the side. This did not become a problem for departure and return at any time during the voyage. However, the crane caused a serious problem later in the trip which will be discussed later. After all prepara-

tions were made on *Storis* to allow the helicopter to depart and return, CDR Brown and I took off and flew near *Storis* for about 30 minutes. Takeoff posed no problem and landing back on the ship was accomplished expertly despite the very limited size of the landing area and forward movement of the ship. Both pilots made several landings and takeoffs to familiarize themselves with the procedure. This was executed without difficulty and both pilots felt more confident that *Storis* mission could be completed with favorable conditions.

We continued our voyage to Juneau in the beautiful inland passage and experienced a spectacular Alaskan sunset. As the sun went down, we reached Juneau the next day and moored at the city dock. *Storis* crew went about it's necessary duties and no flying was scheduled. CDR Brown requested of CDR Wood that some flight time be permitted in the area to exercise the aircraft since we would not have much opportunity before reaching ice fields. CDR Wood was not enthusiastic but, after pleading, agreed. Both pilots boarded one aircraft and flew over the Mendenhall glacier and in the vicinity of the city for an hour. We returned to the ship and secured the aircraft.

We departed Juneau in the morning for a planned stop in Nome, AK to gather mail for ship's crew and our crew. En route, the weather deteriorated somewhat with very fresh winds. We continued in the inland passage and entered Wrangel Narrows the next morning. The sky had cleared but wind was brisk. We were awakened by a grinding sound and sudden stop of the ship, and we learned *Storis* had run aground and was working to get free. With ship power and maneuvering, the ship was able to come free but it quickly became obvious damage was incurred, a hole was open in the hull. Damage control pumps were able to prevent any serious flooding of the hold. *Storis* was unable to continue her voyage until after repairs were made. A survey of ship yards capable of making the necessary repairs revealed that Seattle was the nearest, we would have to return there. An estimate of the time to complete repairs and return to the mission operating area indicated that *Storis* could still be employed on the project as planned. Consequently, *Storis* returned to Seattle for repairs. Our crew and helos could be located at CG AirSta Port Angeles, WA. During the repair period, we moved the aircraft and personnel to a very hospitable AirSta Port Angeles.

When *Storis* reached the repair yard, all the cargo and food supplies for the voyage had to be removed from the ship hold in which repairs would be made. This was a task calling for all hands to turn to expedite the time spent in the repair yard. During the period, very little flying was

done but the maintenance crew under ADC Ed Slanzik checked the aircraft over and painted US COAST GUARD on the side of the rubber floats. We chose big bold letters so there was no doubt as to who was flying them. Later in the mission, we had reason to reconsider our decision; more on that later. In the meantime, *Storis* had completed repairs and prepared to return to sea.

July 4, 1955, both aircraft were flown from Port Angeles to NAD, Bangor WA to meet *Storis*. We flew aboard *Storis* in mid-stream after she departed NAD Bangor and steamed out the channel. Our next stop would be Nome, AK after crossing the Gulf of AK. No flying was planned until we arrived at Nome. While enroute, we assembled an emergency kit which would be carried on aircraft in event of emergency after landing. The kit consisted of sleeping bags, rifle, rations, signal mirror, matches, gloves, socks, and a paulin. The weather had been very fair to this point but, after traversing Unimak Pass and entering the Bering Sea, it started to deteriorate almost as if it was expected because of our location. Enroute to Nome, the Commandant notified *Storis* that an inspection of a tail rotor hub was needed. Such an inspection involved disassembly of the tail rotor assembly. Reassembly requiring rebalancing of the tail rotor could not be accomplished on *Storis* but was planned after arrival at Nome. The tail rotor hub on one HTL had to be replaced, the other HTL proved to be satisfactory.

We reached Nome on July 12, 1955, and anchored. The USS *Requisite*, a US Navy, utility vessel, was anchored nearby. We were traveling in company with *Requisite* for the rest of the voyage. The weather the next day was more like one might expect in Alaska, but several flights were made into Nome in far different conditions than we had experienced today. Ship motion and wind proved to be challenging, but were handled safely.

Departure from Nome was at midnight with *Requisite*; however, it was still light due to the long period of daylight with the season. Both ships would rendezvous with *Northwind* at Point Hope, AK. Enroute, we crossed the Arctic Circle. We made rendezvous with *Northwind* early morning of July 18, and three ships continued in company. The first ice fields were encountered later in the day but were easily navigable except for *Requisite*. She became trapped in ice at one point and was broken out by *Northwind*. The three ships continued on course for Point Barrow and clear water after leaving the earlier ice field. While in clear water, the CO, XO, and Ops officer of *Storis* were flown to *Northwind* for a conference, before reaching Point Barrow and then return to *Storis*. More heavy ice was encountered between Icy Cape and Point Barrow preventing forward progress. A Southwest wind was causing the ice to stay close packed near to shore, a condition that was to be encountered many times during our voyage. *Requisite* had considerable difficulty penetrating the heavy ice. Before reaching Point Barrow, *Northwind* advised she had broken one blade

on the propeller and might have to return to Seattle for repairs. The better part of four days was spent waiting for the ice field to move north so passage to Point Barrow could be made. Ice and weather conditions looked favorable to reach Point Barrow on July 23 but an incident occurred that further delayed progress. I was on a ice reconnaissance flight, with LTJG Mortensen, an ice specialist who transferred to *Storis* from *Northwind*. We had spent close to an hour looking carefully for a best route to Point Barrow and were returning to *Storis* over the beach line when the helicopter began to lose power. We were flying down wind at an altitude of about 100 feet when the engine stopped. In autorotation I attempted to turn 180° to land into the wind, but we did not have enough time and could only turn 90 and left us facing the edge of the water. Since we had floats on the helicopter, I hoped we could reach water beyond the beach line, but that was not possible. As a result, we hit the beach right at the water line and bounced up and came down upside down. We came to rest in three feet of water with both our heads and torsos underwater. Mortensen vacated the helicopter cockpit immediately. As I attempted to leave the helo, I tried to release the safety belt but, for some reason, it would not come free. After several tugs on the belt release handle, it came free, and I was able to leave the helo. There was probably only about 15 seconds before release, but it became a very anxious 15 seconds. *Storis* was about four or five miles away and did not see our landing on the beach. We signaled to *Storis* with smoke and flares to attract their attention. Fortunately, the ice was not heavy between the ship and our location, so a boat was launched to recover us. In addition, *Northwind* was alerted and launched a helo. An attempt by *Storis* boat crew to right the helo was unsuccessful. So, it was pulled into deeper water, upside down to where *Storis* would pick it up by crane and place it on the well deck. This was done to keep the landing pad clear to operate another aircraft. Mortensen and I were transported to *Storis* by the *Northwind* helo. There were no personnel injuries, but the temporary loss of a helicopter caused a loss in air coverage of ice routing. The damaged helicopter was removed by the Navy and replaced by another HTL. In the meantime, the second storage helicopter was still out of commission due to the tail rotor problem discussed earlier.

We were 15 miles from Point Barrow, our immediate destination, and considerable ice was between us. It was July 25, and we had not reached Point Barrow. Instead, during the night the ice pack carried north to 18 miles from Point Barrow with 10 miles of heavy ice to transit

to open water. With slow progress being made, another casualty occurred aboard *Storis*. The crane on *Storis* hovers over the flight deck and was being operated, and the operator left; the crane in operation to attend to another matter. When the crane reached the upper limit of travel the cable broke and allowed the crane arm to fall to the flight deck. An 8-foot squared, section of the flight deck was broken and had to be replaced. Fortunately, no one was injured despite five or six persons, working on the flight deck at the time. The broken cable did become wound around a rotor blade on our only capable aircraft of being operated upon completion of the tail rotor problem. *Northwind* reported they had a spare set of rotor blades to replace our damaged one. Balancing will still be required on the new blades before flying.

A message was received by all ships that *Storis* had priority on helicopter support and *Burton Island* was responsible for ensuring *Storis* had two operational helicopters before leaving the area. Because of tail rotor problems the only operational aircraft were on *Burton Island* those would be transferred to *Storis*, along with a main rotor assembly. The group of vessels continued on to rendezvous with *Burton Island* a distance of 200 miles. Enroute a moderately heavy ice field was encountered which required *Burton Island* to take *Requisite* in tow very close astern with *Storis* following in the wake. Relatively open water was reached early the next morning as we near Barter Island. All ships anchored, awaiting the arrival of a Canadian air Officer who has considerable area experience, and would accompany *Burton Island* as an advisor. We continued the voyage, encountering heavy ice during the night, which resulted in much hull damage to *Requisite* and bending of the propeller shaft, limiting the speed to 12 knots. We passed Herschel Island in the day and began the survey route to which we were assigned sounding, bearings and placing temporary buoys in place.

We reached Cape Bathurst on August 1 and transferred, one damaged helicopter to the *Burton Island*. In exchange we received one fully operational HTL4 and finally *Storis* had two operational helicopters. It had been quite a few days since we had a flyable aircraft.

Burton Island left us at Cape Bathurst and *Storis* and *Requisite* headed east that night and anchored off Cape PARRY earlier the next morning. Mail has been a continual problem, and none was at Cape Parry for *Storis* or *Requisite* when we arrived. The mail had been delivered to a post 40 miles behind us, so a Canadian PBV offered to pick it up for us. They returned with 800 pounds of mail for *Storis* and *Requisite*. Happy day.

Considering the maintenance problem, we have had, and many problems, the aircraft maintenance crew has had adjusting

to shipboard operations, we have been fortunate to have an extremely confident and cooperative group of personnel. At the same time *Storis* ship's crew has done everything, they could do to assist in flight operations even though *Storis* has never operated helicopters before. Several changes made by *Storis* to expedite takeoffs and landings. Radio antennas were moved to the superstructure deck, the crane was kept in the top position. Most of the time, deck railings were left in a down position, and the fuel hose was rigged to the edge of the deck to augment, the use of safety cans to refuel all the aircraft. Coast Guard Day was recognized on August 4 with Holiday routine on *Storis* but otherwise operations were normal. After getting underway, both ships steamed toward Cambridge Bay. The water was safe to navigate in this area with no ice. We reached Cambridge Bay the next day and stayed anchored for two days in Cambridge Bay. A Royal Canadian mounted police post was here with two constables serving and about 100 Eskimos live here. Commander Wood went on an ice recon flight aboard a Canadian PBV. While still anchored in Cambridge Bay on 7 August the sky was clear and there was a little wind causing the surface of the water to be like glass and making it very difficult to determine the surface from above it. CDR Brown, and LT Bogucki, were airborne, in one helicopter to perform a variety of missions. One of the missions was to assist *Storis* in calibrating their radar by landing on the water a given distance from a critical shoal. The glassiness of the water surface made it almost impossible to estimate the surface of the water accurately. As the helicopter approached the water it made motion sideways of the helicopter very difficult to recognize. As a result, the landing helicopter had motion to the side which the pilot did not see. When the helicopter hit the surface of the water, it immediately caused the helicopter to rotate to upside down in the water. The two persons inside, evacuated the helicopter and climbed up on the inverted floats on top of the water. The two crewmembers from the crashed helicopter were recovered by *Storis*. The helicopter was lifted from the water by crane and placed on *Storis* deck.

Following the accident, *Storis* laid several buoys to aid later ships in navigating the channel area and then proceeded out a channel to rendezvous with *Requisite*. The two ships encountered a moderately heavy ice field as they approached the Nordonschild Islands the following day, and after an aerial scout of the ice, they anchored south of the icefield overnight. *Requisite* had been heavily battered by the ice and her condition was mainly the reason for the caution. The wind was holding the ice well packed, and conditions did not improve sufficiently to continue our planned route. On the third day, the ice on the route proved to be too difficult to penetrate, and a decision was made to backtrack to Jenny Lind Island to review alternatives. As a result, *Northwind* was called upon to attempt a route that would consider earlier. *Northwind* found it could transit the

ice, but many shoals existed on the route that hazardous for the cargo ships. Many exploratory attempts were made over a period of three days with helicopter support but none of the routes proved navigable and the ships returned to Jenny Lind Island and anchored. The main group of supply ships consisting of cargo ships and LST's was getting closer to our position and seemed anxious to press on but ice conditions ahead were still the problem.

Storis got underway the next morning to find a suitable route for the cargo ships. The weather was clear and beautiful as it can be in Alaska, and we encountered a mirage that is not uncommon in these waters. The mirage forms just above the horizon and the land and water (and ice) are so perfectly reflected in the mirage that it creates the effect of being several hundred feet in the air. The area in which we were moving had not only moderately heavy ice, but consisted of many shoals that were not clearly evident and required considerable caution. Our mission, as well as the time of year demanded progress before it turned colder again, and ice condition became even more formidable. We reached Simpson Strait and during the night were joined by two LST's and a cargo ship. Another cargo ship had run aground about 20 miles behind our position, and they have been unable to get free. They will probably get assistance from another ship in the convoy.

As *Storis* conducted a survey of the area, *Requisite* made chart overlays to assist other ships transiting the waters. *Storis* was to establish a channel through the area. Another problem was encountered in that the current in Simpson Strait was so strong it pulled the buoys under the water requiring heavier chain to keep them above water.

A significant event was noted on the next day, when the three ships being escorted by *Storis* reached Shepherds Bay, the eastern most point of the voyage, all cargo was planned to be placed ashore in three days. *Requisite* had to spend several days in Shepherds Bay making repairs. A salvage tug assisted *Requisite* in the repairs. *Storis* meanwhile returned to Queen Maud Gulf to survey an alternate route for later ships. Ice conditions had improved but the area was largely unsurveyed and shoal areas made for difficult navigation. Much of the time was now spent escorting additional cargo ships to the site and in surveying areas not previously covered. *Storis* laid many more buoys to mark the route.

August 21 and our mission has been completed but we will likely remain in the area until all cargo ships have discharged their cargoes. *Storis* received a message two days later, detaching *Storis*, and directing her to proceed, West to Herschel Island to assist *Northwind* and *Burton Island* in taking the cargo ships through the

ice fields. Heading West toward Point Barrow was good news and led us to feel we were on our way home. From Herschel Island we took the lead of 13 cargo ships headed for Barter Island. The officials heading the entire operation were apparently concerned about ice conditions at this stage of the season. Normally the waters completely ice free by now but this year they are having considerable trouble getting the ships through. The operation is behind schedule and promises to remain so unless ice conditions improve greatly. Enroute to Barter Island, *Northwind* relieved *Storis* of all that they were leading to enable *Storis* to return and pick up a group of ships awaiting departure at Herschel Island. Upon arrival, *Storis* anchored, and remained so for two days due to weather conditions and arrival of additional cargo ships from the east. Their current operation consisted of escorting cargo ships from east to west until all cargo ships could proceed unescorted.

It started to snow on the evening of September 1 and continued for the next two day. By the morning of September 3, about four inches of snow had accumulated. Although ice conditions in the operating area were not having adverse effect on movement of the cargo ships at this point, it became clear that winter was approaching. Finally, all cargo ships and LST's had unloaded cargo and were returning to clear waters. Some ice conditions enroute proved difficult but could be usually handled by *Northwind* and *Burton Island*. *Storis* was again detached and released to return to their home port independently. We were going home.

Not so fast! Consideration was being given by Commander Wood to proceeding across the top of Canada to the East Coast of the United State. It had been attempted only once by a Coast Guard ship, but that was unsuccessful due to ice conditions enroute. So our route home was likely to change but *Storis* headed East to enter Icy Strait. Some ice was encountered enroute, but it was not a problem

until we entered Icy Strait. As feared, the outlook was not favorable, and after a day at anchor to consider our options, the decision was made to return to Point Barrow. The trip west to Pt Barrow was uneventful, and no heavy ice was encountered.

It was decided that *Storis* aviation personnel could disembark at Point Barrow and return to New York. So, Elizabeth City Coast Guard Air Station was notified, and a request was made for the R5D transport to proceed to meet us at Pt Barrow and transport the group to Brooklyn Coast Guard Air Station, our home. Thus, our role in the DEW LINE operation was completed, and except for some unplanned occurrences, it was successful, and arrival home was welcomed by all. We could all boast that we crossed the Arctic Circle.

See related article on P. 13.



Inter-Service Academy Flight Competition – 2023

By Cadet 3/C Marcella Silberger ('25)

The Coast Guard Academy flight team competed at the annual Inter-Service Academy Flight Competition at West Point on the weekend of April 14th-16th. The CGA had eleven licensed pilots on the team this year – tremendous growth for the program!

This year's team consisted of all underclass Cadets of the Classes of 2024, 2025 and 2026; 2/c Alex Smigal, 2/c Theodore Guba, 2/c Alex Regan, 2/c Ryan Younes, 2/c Ryan Lough, 3/c Marcella Silberger, 3/c Laird Strand, 3/c Riley Vicinanza, 4/c Jackson Burrows, 4/c Will Spada, 4/c Giselle Johnson and 4/c Alex Mallison.

Army and Coast Guard Cadets



The 2022-23 USCGA Flight Team and Coaches sport new flight jackets.



This year's USCGA Flight Team Medal Winners!



Cadets Giselle Johnson and Jackson Burrows brief before their event.



Cadets Riley Vicinanza and Ryan Lough pre-flight before an event.

and Navy Midshipmen competed in nine events evaluated by a panel of volunteer judges beginning Friday morning; including Aircraft Recognition, Ground Trainer (IFR Simulator), Manual Flight Computer (E-6B) Exam, Message Drop, Navigation Cross Country Planning, Cross Country Flight, Navigation Knowledge Test, Power on and Power off precision Landings.

Top scorer for CG was 2/c Theodore Guba with 40 out of 175 points. 2/c Guba took 1st place in the Power On landing category and the Navigation Knowledge Test. 2/c Alex Regan won 1st place in the Manual Flight Computer Test (E-6B) and 2nd in Aircraft Recognition. 3/c Silberger placed 2nd in the Power Off landing event. 4/c Will Spada placed 2nd in the Navigation event for nearly exact fuel burn and flight time calculations projected during a planning period, followed by execution of the Cross-Country route. CGA earned 2nd place in

the Message Drop competition, with 2/c Ryan Lough at the controls alongside Drop Master 4/c Spada.

CGA placed 3rd overall in the competition this year. **Congratulations to the Bears for their efforts!**

A special thanks to the Academy Flight Team Coaches: Ptero CAPT (Ret.) Phil Volk ('71), Aviator 1644, Ptero LCDR Lauren Smith ('11), Aviator 4489, Ptero Chief Greg Case, P-5872, Chief Eric Mobiglia, Ptero CAPT Dan Burbank ('85), Aviator 2672, and Coach Ptero Chris Lutat ('85), Aviator 2686, for their continued support of the Bears Flight Team! Thank you to CAPT Sue Bibeau ('80) for her fantastic photography! Blue skies or not, Fly Coast Guard! Fly Bears!



CGAA Provides Funding for Annual Service Contract and Recertification of USCGA's REDBIRD Simulator

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

In the Spring of 2023, the Coast Guard Aviation Association provided the funding behind the recertification inspection and software update for the Coast Guard Academy's Redbird Simulator. The Simulator, a mainstay of training for many college flight programs, was purchased for \$105K in 2015 by the Coast Guard Academy Alumni Association (CGAAA) with Ptero Frank "Pop" Shelley's CGA Class of 1949 as lead donor class. Located inside the Chase Hall cadet barracks the simulator had fallen behind in annual maintenance after its initial warranty period expired and like all simulators requiring at least an annual software update, had its certification lapse. Once CGAA local chapter members had learned of the deficiencies, a plan and a timeline to "re-certify" the Redbird was undertaken, and the CGAA stepped-in with the funding to put the Redbird back to work – introduc-

ing Cadets and Officer Candidates to aviation, serving as a practice platform for members of the Cadet Flight Team, providing proficiency training for those cadets with instrument certificates, as well as use by cadets enrolled in the FAA Private Pilot Ground School course, a 3-credit hour elective housed in the Academy's Professional Maritime Studies Department. Follow-on funding for ForeFlight integration and Real-NavData subscriptions (provides a current IFR Navigation Database) for the simulator is currently being sought by CGAA Coast Guard Academy Chapter Members Chris Lutat (No. 2686) and Phil Volk (No. 1644).

To prevent future "lapses" in maintenance and software currency, the CGAA has underwritten and gifted to the Academy an annual

service contract with Redbird Corporation, based on hours of usage. Already the Redbird's currency status has allowed members of the Cadet Flight Team to use the simulator in practice sessions leading up to the recent strong showing by the Team at the Service Academy Flight Team Competition held at West Point's hangar at Stewart Airport in Newberg, NY this past April. Thanks to the CGAA Board of Directors, CGAA local chapter members and the support of the CGAA membership for providing support for this important resource for CGA Cadets and Officer Candidates as they prepare for a career as Coast Guard Aviators!



Ptero Frank "Pop" Shelley makes the REDBIRD's ceremonial "first flight" at the Ribbon Cutting Ceremony in March 2016

CGAA Sponsors Second Annual Soft Patch Presentation and Reception at the CG Academy

By Ptero Phil Volk

Pteros from the CGAA's CGA Chapter followed up last year's inaugural Soft Patch Presentation Ceremony with a reception and ceremony on March 27th for the 23 soon-to-be-ensigns selected for flight training from the CGA Class of 2023.

Following an hour of "there I was, it was a dark and stormy night" Ptero aviation stories, accompanied by appropriate Happy Hour food and drink, CGA's local chapter representative Ptero Chris Lutat (#2686) presided over the presentation of flight suit and flight jacket leather name-tags, CG and US Flag patches by presenting each selectee with a Welcome Aboard Letter from Ptero Prez Troedsson and a

CGAA Membership Application. He and Ptero LCDR Lauren Smith (#4489), Golf Company Officer, Cadet Aviation Club Advisor, and Flight Team Head Coach presented each cadet with their first leather name-tags.

Dipping into a 50-year-old flight helmet provided by MC Ptero Phil Volk (#1644), Ptero Dan Burbank (#2672) presented each cadet with their U.S. Flag patches followed by Ptero and Class of 23 Advisor CDR Andy Zuckerman (#4210) presenting CG Racing Stripe patches. Joining the long blue line of aviators this year was AETC Glenn Hosford, Golf Company Chief.



(R to L): Pteros Phil Volk, Chris Lutat, Aviator 2686, LCDR Lauren Smith, Dan Burbank, Aviator 2672, & CDR Andy Zuckerman, Aviator 4210, & AETC Glenn Hosford.



Cadet Becca Emerson, daughter of Ptero Mike Emerson, Aviator 2799, receives her leather name-tags and patches from Pteros Chris Lutat, Dan Burbank and LCDR Lauren Smith, Aviator 4489.



Cadet Kaylon Farley receives his leather name-tags and patches from Pteros Chris Lutat and Dan Burbank and LCDR Lauren Smith. CAPT Ret. Sue Bibeau photos.

Those welcomed to the future Coast Guard aviator ranks include: Celine Pisanic, Tanner Johannsen, Clayton Forfinski, Mary Huynh, Nicholas Betts, John Flood, Michael Samson,

Gunnar Brodfuehrer, Andrew Cruver, Rebecca Emerson, Casey Savage, Caleb Holdridge, Maxwell Walck, Natalie Rodriguez, Andrew Rizzo, Dylan Rivie, Luke Mills, Matthew Kickhafer, Lauren Mattingly, Kenneth Malczynski, Jennifer Thorpe, Mark Stutts, & Kaylon Farley.



Ancient Al #27 Letter to Pteros



Greetings! I hope my fellow Pteros are well. During a fantastic event hosted by Air Station New Orleans on April 18th, I was honored to assume the duties and responsibilities of Ancient Albatross in a dual Change of Watch ceremony for both the Ancient Albatross and the Enlisted Ancient Albatross. Alongside Master Chief Mark Leichenauer, I am excited to represent our aviation community and consider it the utmost privilege to don the associated regalia that has been passed down from RADM Mel Bouboulis, Avia-

tor 2915. First and foremost, I want to acknowledge and thank RADM Bouboulis for his leadership, representation, and dedication to our aviation community as the Ancient Albatross for the past two years – he skillfully balanced his demanding “day job” as the Coast Guard’s 13th District Commander with his commitment to our tradecraft and specialty. Well done, Mel!



RADM (Ret.) Mel Bouboulis (L) & ADM Linda Fagan, CG Commandant. D13 Public Affairs Photo.

Over the past few months, I have had the opportunity to join fellow Pteros who attended the Aeronautical Engineering Program Management Review at Air Station Elizabeth City, the Aviation Prospective Commanding Officer and Executive Officer course at Aviation Training Center, and met with crews from Air Station Cape Cod and

leaders of the Coast Guard Academy’s Aviation Club. I have also had the pleasure of meeting many of you along the way who have stopped to chat in the passageways and elevators of Coast Guard Headquarters or during unit engagements and formal events common to our service during this time of year – to include the numerous changes of command and retirement ceremonies. Most notably, I want to highlight the retirement of RADM Bouboulis, where we were fortunate to see both the CG Commandant, Admiral Fagan, and the Master Chief Petty Officer of the CG, Master Chief Jones, don the green flight suit that we all love. As we progress into the heart of summer and height of PCS season, I look forward to future interactions and discussions with Pteros representing our past and present, as well as our future aviators who aspire to careers of service in the Coast Guard from a slightly higher altitude than most. I also hope to see many of you at the Roost this fall, which is being held in San Diego from October 31 – November 3. Please RSVP early to aid the planning process!
Semper Paratus!
RADM Chris Bartz,
Aviator 3167,
AA #27



Enlisted Ancient Al #15 Report to Pteros



Fellow Aviators:

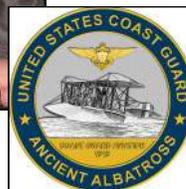
First and foremost, I hope this finds you and yours healthy and well. I am AMTCM Mark Leichenauer, AirSta Clearwater’s H-60 Leading CPO. I am beyond humbled to be the 15th Enlisted Ancient Albatross. A little about me: I graduated Aviation Machinist’s Mate (AD) “A” school class 226-96 on 22 March 1996. Other than my non-rate time, which I spent on the USCGC DECISIVE, I’ve spent the past 27 years alongside the Mighty Jayhawk. Enough about me, because it isn’t about me. Two things (because anymore and people lose interest):
1: Thank you. From day one, the Coast Guard Aviation Association has been too good to not only me but my family as

well. I can only hope that my actions somewhat repay that kindness.

2: Full disclosure, I know I wasn’t selected and that I am just getting older, but it is an absolute honor to be the Enlisted Ancient Albatross. With that, I can’t wait to get out to the fleet and see firsthand the great things our people are doing on daily basis. Witnessing and recognizing our workforce is the best part of this title.

Bravo Zulu to AMT3 Brenden Mahoney (Pictured)! I reached out to the Clearwater Command to recognize some folks. I wanted to recognize the hardest worker that maintained a positive attitude. His name was immediately given. Thanks for all that you do. Your hard work is appreciated. Lucky to wear the same uniform as you.

Ptero AMTCM Mark Leichenauer, P-6107



AirSta Elizabeth City Change of Command Conducted



Michael Moberley CG Photo.

On 7 July, Ptero CAPT Catherine T. Carabine, Aviator 3694, relieved Ptero CAPT William “Chip” A. Lewin, II, Aviator 3378, as CO of Air Station Elizabeth City. RADM Shannon N. Gilreath, CCGD5, presided. Carabine most recently served as Asst. Chief of the Personnel Service Center’s Officer Personnel Management (OPM) Division where she was responsible for the personnel management actions for 8,500 officers. Lewin assumed command of Air Station Elizabeth City in June 2020 and retired with nearly 28 years of service.



AIRCRAFT ACCIDENT REVIEW—HU-16E PROPELLOR REVERSAL IN FLIGHT, 28 April 1964

Contributed by Ptero Past Prez George Krietemeyer, Aviator 913, the lucky pilot in question
From Coast Guard Flight Safety Bulletin #30—December, 1967



Brief: The aircraft was returning from a test flight following a second intermediate check. The test flight had been routine except for minor difficulties in unfeathering the right prop. At 50 feet altitude while on final approach to a water landing, the aircraft swerved violently to the left, the left wing dropped, and the nose pitched down. The pilot was unable to correct this attitude prior to contact with the water. After two or three bounces, the HU waterlooped to a stop, in the process tearing away the left wing tip and float and damaging flap and hull.

Some of the crew climbed out on the right wing to keep that wing's float in the water. The left prop was found to be in reverse. Both engines were started and repeated efforts were made to bring the left prop out of reverse without success. The engines were shut down and the aircraft towed to the ramp without further difficulty.

Analysis: The sequence of events immediately surrounding the crash was described in the Aircraft Accident Report as follows: 'Turn into final approach was made at an altitude of approximately 300 feet with an airspeed of 95 knots and the aircraft configured with 15 degrees of flap extended. The pilot then selected 30 degrees of flap extension and requested that the copilot increase the RPM to the full decrease pitch (high RPM) position. Upon completing this action, a differential in RPM was noted on the tachometer and heard throughout the aircraft. The pilot reduced power to approximately 20" MAP and told the copilot to synchronize the propellers. At an altitude of about 50 feet above the water at an airspeed of about 90 knots, the aircraft swerved violently to the left, the port wing dropped, and the nose pitched down. The pilot added power in an attempt to recover and tried to level the wing and raise the nose. This had little effect as the aircraft struck the water in a nose low and left wing down attitude. Power was reduced prior to impact. The aircraft bounced and the pilot

more bounced and finally came to rest with the port wing in the water after waterlooping to the left about 90 degrees.'

All the evidence pointed to a malfunction of the left propeller and test of other components and systems, by elimination, supported this indication. A series of tests indicated a malfunction of the low pitch stop level assembly. The dome then was disassembled under supervision of a Hamilton Standard representative.

The stop level assembly servo piston was found to be held in the open position by a foreign object; a barrel support block insert, located inside the servo piston chamber. In summary, the only prop discrepancy was presence of the insert in the servo piston chamber.

Investigation at the overhaul activity disclosed that barrel support block inserts were used routinely as tools to facilitate building-up stop lever assemblies. The inevitable conclusion was that the insert in the prop which caused the accident inadvertently had been left in the prop dome by overhaul personnel. The use of inserts as tools was discontinued. When the reversal occurred, the pilot understandably diagnosed the problem as a stall and attempted a stall recovery. Undoubtedly, the portion of wing behind the reversed Prop was stalled. Unfortunately, the application of power on the engine with reversed prop could only worsen the situation, given the very limited time and altitude. **The pilot had NO part in causing this accident; he was the victim of a mistake made months before.**

Comments: This accident provides ample reason for units to (1) review the use of all non-standard special tool and (2) emphasize that overhaul and assembly methods be in accordance with HMI's and HOI's.

According to the AAR, the pilot started the engines after the accident for the purpose of taxiing to the channel. He made repeated efforts to bring the port prop out of reverse, finally giving up and accepting a tow. When a malfunction has occurred with such drastic results and

added power in an attempt to fly it off. The aircraft again contacted the water in about the same attitude and power was reduced. The aircraft once

where use of the malfunctioning component is not required to avert further damage or danger, the component should not be disturbed. In this case, the cause of the malfunction defied efforts of overcome it. In other cases, evidence has been lost and the task of analysis made difficult or impossible by over-eager pilots and/or mechs who really didn't need to operate a component after malfunction. In this accident, if the pilot didn't need the left engine to get out of trouble, he should have left it as it was when the aircraft stopped.

Postscript: Another day, another unit, another HU-16E. On final approach to water landing, full flaps, throttles closed, full RPM. After roundout, at 80 knots, left wing drops slightly. Power, nose-up elevator, right aileron applies. Left wing drops rapidly, aircraft contacts water hard in left wing low, nose level attitude. Violent swerve to the left develops, left float submerged. Max power on left engine aggravates swerve but decelerates aircraft. After stopping, left prop discovered to be in reverse. No damage to aircraft or injuries to personnel.

Pilot makes immediate repeated efforts to bring prop out of reverse. Second attempt to feather out of reverse succeeds. All subsequent efforts to duplicate malfunction fail.

Analysis: no aircraft discrepancies located which could cause symptoms experienced. Small quantity of non-ferrous metal contaminants found in dome. 'In view of the inability to duplicate the malfunction of the apparent in-flight reversal and the metal contaminants found in the propeller dome, it is the opinion of this board that the metal contaminants found in the propeller dome probably unseated the servo valve in the low pitch stop lever assembly which would have allowed the propeller to go into reverse. By selecting feathering and changing the direction of the flow of the propeller control oil, the pilot probably caused the metal contaminant under the servo valve seat to be flushed away leaving the valve to operate in a normal manner.'

In this incident, if the pilot didn't need the left engine to get out of trouble, he should have left it as is when the aircraft stopped.



ADC Gus Jablonski Remembrance

By Ptero Sean Cross, Av. 3321

On December 1, 1951, Gus Jablonski was advanced to Chief Petty Officer (ADC) for the second time in his career. The last high visibility event of Chief Jablonski's career was an aviation deployment aboard the 269-foot Wind-class icebreaker *NORTHWIND* (WAGB-282) from July to September 1955. *NORTHWIND* supported Distant Early Warning or DEW Line operations with a convoy of Navy and Coast Guard surface assets. This was a system of radar

stations in the northern arctic region of Canada with additional stations along the North Coast of Alaska and the Aleutian Islands.

It was set up to detect incoming Soviet Union bombers during the Cold War. and provide early warning of any sea-and-land invasion. Construction of the DEW Line began around 1955 and took 32 months to complete. It was a true engineering and construction feat. It became operational in August 1957 and most stations were decommissioned by 1994.

Jablonski was part of a deployed Aviation Detachment (AVDET). It included two pilots, four mechanics and a Bell HTL-5 helicopter. The CG operated a total of eight Bell HTL series helicopters from 1947-1968. The

NORTHWIND helicopter likely came from a port security air detachment of three Bell HTL helicopters established at Air Station Brooklyn on March 4, 1952 (the unit was set up due to sabotage concerns associated with the Korean War).

A *NORTHWIND* deployment book photo titled "*Northwind* Rotorheads 1955" (See P. 6) includes thumbnail headshots of the AVDET with the nicknames: The Rabbi, Hap, Jabo, Bucky, Smiley and Blue Nose – referring to LT David Gershowtiz; LT Clarence "Hap" R. Easter; ADC Gus Jablonski. AMMX Foster R. Harris, Jr. was also a member of the AVDET, but there was no link found to Bucky, Smiley or Blue Nose.

The First Coast Guard Auxiliary Aviator

By Ptero COMO Joseph Giannattasio, P-3021, D5NR

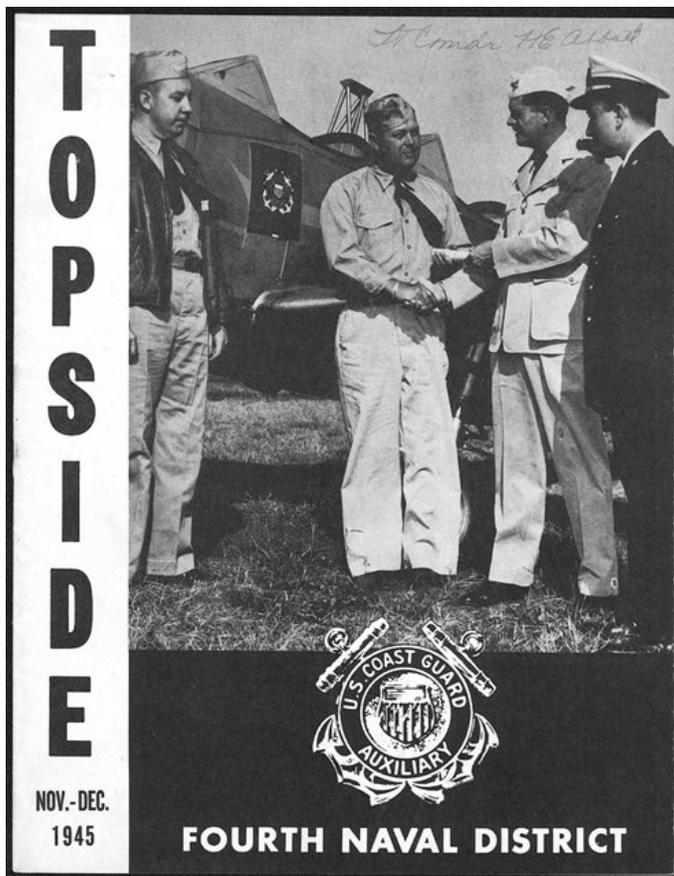
The first aviator to join the Coast Guard Auxiliary's fledgling air program was none other than Jesse F. England, a man of remarkable achievements and unwavering dedication. On a crisp autumn day, November 3, 1945, he was formally inducted into the Auxiliary in a brief ceremony held at Glenrock Airport, a stone's throw from the bustling port city of Norfolk. Present on this auspicious occasion were James Albano, commanding officer of the Norfolk Flotilla, and Albert Krise Jr., a liaison officer serving under the District Commanding Officer of the Fifth Naval District.

Jesse England was a man cut from a different cloth, one that was woven with a rich tapestry of experiences and skills. Born in Bourbon, Missouri in June 1911, he joined the United States Navy in 1927 and quickly rose through the ranks, earning a fire controlman's rating before being honorably discharged in 1934. Seeking new horizons, he embarked on a career with Sears and Roebuck, where he served as the service manager of their Norfolk store for eight years. But it was his love of flying that truly captured his heart, and he soon became a skilled aviator, earning his

commercial pilot's license and becoming a flight instructor of great renown.

With the onset of World War II, Jesse England once again answered his nation's call, joining the Army reserve as a flight instructor and serving with distinction for two years. Upon his discharge, he and his business partner acquired the present site of Glenrock Airport, which they opened for business just three weeks before the cessation of hostilities in the Pacific theater. Though he owned eight planes that were available for the Auxiliary's use, only one, a venerable Fairchild PT-19, was deemed suitable for service and was thus pressed into duty.

Jesse England's induction into the Coast Guard Auxiliary's air program was a momentous occasion, one that marked the beginning of a new era of Coast Guard aviation excellence and valor. His unwavering commitment to his country and his craft serves as an inspiration to all who aspire to greatness, and his legacy will endure for generations to come.



Cover photo of the November-December 1945 issue of the then Auxiliary, Fourth Naval District newsletter TOPSIDE (now D5NR) shows Mr. Jesse F. England before his Fairchild PT-19 being presented with his certificate of enrollment as the first aviation member of the United States Coast Guard Auxiliary Fifth Naval District and in the United States by Chief Boatswain H. Dawson Sanders, USCGR, Field Coordinator. From left to right: Albert Kris Jr., Jesse England, BMC Sanders, James Albano. CG Auxiliary photo from D5NR archives.



Photo of a Fairchild PT-19 aircraft.
Photo courtesy of the Smithsonian Institute.



SUPPORT THE COAST GUARD AVIATORS' HALL-OF-HONOR SECTION ON THE ARGUS PROMENADE AT THE NATIONAL COAST GUARD MUSEUM

The Coast Guard Aviation Association has coordinated with Museum leadership and reserved a section of 10 large bricks to be dedicated to the 10 most influential leaders of CG aviation over the past 107 years. These leaders were selected from personnel already enshrined in the CG Aviation Hall-of-Honor at ATC Mobile, AL

- | | |
|--------------------------|------------------------|
| 1. CDR ELMER STONE | 6. ASTCM LARRY FARMER |
| 2. CAPT WILLIAM KOSSLER | 7. CAPT FRANK ERICKSON |
| 3. LT JACK RITTICHER | 8. ADCM OLIVER BERRY |
| 4. CAPT CARL VON PAULSON | 9. CDR STU GRAHAM |
| 5. CAPT DAN BURBANK | 10. CDR BRUCE MELNICK |

The grey textured pavers will be 8 "x 8" and 3" thick. The Argus Promenade will be located along the waterfront facade of the museum. It will start at the plaza entrance of the museum and will run adjacent to New London's City Pier Plaza, which is also the future homeport of the USCGC EAGLE.

To make this very special memorial program a success, Coast Guard Aviation Association leadership requests that **EACH AND EVERY ONE OF OUR MEMBERS** send a tax-deductible check for \$20 (or more) to THE CGAA, PO BOX 10737, ALEXANDRIA, VA 22310 (Make your check payable to "CGAA")

If we exceed our goal, we will consider adding additional HOH pavers to the 10 already selected. The names will be selected from HOH inductees.

 You can obtain your own paver online at www.CGMuseumpavers.com



Mail Call! This issue’s mail is brought to you by a Standard NT-2. The Coast Guard acquired two of these aircraft from the U.S. Customs Service in 1934. In actuality, the Customs Service gave the CG 15 different aircraft that year. Almost all were surveyed due to poor condition. All had been confiscated from convicted smugglers. V-123 (formerly No. 311) crashed in October 1935 and V-124 (formerly No. 312) crashed in November 1935.

CGAA Supports the Extraordinary League of Gentlemen

My name is Chucky L. Smiley, Jr. I’m a Coast Guard civilian (CG-2X) and the founder of a non-profit organization called the Extraordinary League of Gentlemen (ELOG).

In late May, ELOG took about 12 teens on a two-day trip to Coast Guard Base Elizabeth City. ELOG planned the trip with the assistance of CAPT Marcus Canady, Aviator 3691, and LT Andre Jones-Butler, Aviator 4657. LT Miguel Cortez, Aviator 4899, welcomed us when we arrived, and he served as our escort the entire day. The focus of this two-day trip was to expose underprivileged youth and teenagers to the vast world of Aeronautics and Aviation and the many job opportunities available in our service. The CG played a pivotal role because we were able to leverage the Air Station for educational purposes to teach the youth about exciting careers in these respective fields.

I am writing to express my sincere gratitude to the CG Aviation Association and the DC Chief Petty Officers Association for their generous donations which helped us to cover the cost of this trip to Coast Guard Base Elizabeth City. Next, I want to thank CAPT Marcus Canady, LT Andre Butler, LT Miguel Cortez, CWO Michael Lieberman, LTJG Cassidy Moreno, Aviator 5111, Ms. Judy Kao-Young, and LCDR Chanel Lee, Aviator 4397. Each of these individuals took time out of their busy schedules to ensure our trip came to fruition. Their willingness to support this endeavor played an integral role in making this trip an overwhelming success, and we could not have done it without them. We are grateful for the opportunity to explore AirSta Elizabeth City, the Aviation Technical Training Center



(ATTC), and the Aviation Logistics Center (ALC). The sacrifices these exceptional Coasties made to make this trip happen deserve to be recognized.



The CGAA’s \$500 contribution has not only provided us with the necessary resources, but it has also given us the chance to expose these teens to life in the US Coast Guard and open their minds to employment opportunities in the demanding field of aviation and aeronautics. Your moral support and financial contributions have helped us to create a positive impact in our community, and we are grateful for your partnership.

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

As many of you are aware, the Historian’s Office has a very small staff. We’ve lost our collections manager to the Navy, so we are, at this point, a man down. That doesn’t mean that the workload grows smaller, or even slows. This has been evident over the course of the past few months.... but there are times, when very different projects lead to a synergy, and the successful conclusion of a major event.

One of the roles I took on when I joined this office was that of the USCG’s representative to the Vietnam Commemorative Group at the Pentagon. On various occasions, I’ve had to brief that group with as little as five minutes notice after discovering I wasn’t there as a “back-seater.” When they announced their intentions to host a “Vietnam Welcome Home” event on the National Mall, I was made project lead for this office. A big event required a big response, and that is a heavy lift for this small staff. Working with curator Arlyn Danielson, and volunteer Ptero CAPT Larry Hall, Aviator 1923, we chose artifacts, wrote labels, and created graphic panels.

Despite the fact that we were ready, not all went smoothly. Our load-in time was 0430. Enroute, we received word that there would be no electricity when we arrived. The situation was much worse. The load-in zone was blocked, and electricity wasn’t the only thing missing. There was no decking installed. There were no tents. Stacks of tables were being moved by forklifts...in the dark. Somehow, almost miraculously, the pieces fell into place. By opening, the casual visitor had no idea of the chaos we encountered earlier that morning.

Over the course of three days, we highlighted some wonderful artifacts, to include a ham radio set, debris from a Vietnamese trawler that was recovered from the decks of USCGC *Winona*, materials from a boarding kit, and a POW/MIA bracelet bearing the name of LT. Jack Rittichier. Also shown were continuous loops of still photographs, Vietnam combat art, and the USCG film “Ngung Lai.” One of the graphic panels high-

lighted the USCG-USAF exchange program, and we displayed several of the Silver Star and DFC citations awarded to the Coasties who flew the Jolly Greens. More than once, we heard people say, "I had no idea the Coast Guard was even in Vietnam." Even more people commented, "The Coast Guard flew helicopters in Vietnam?" I've always said that any day we get a chance to talk about Coast Guard history is a good day. Talking about Coast Guard helicopter history? That opportunity made those three days even better!



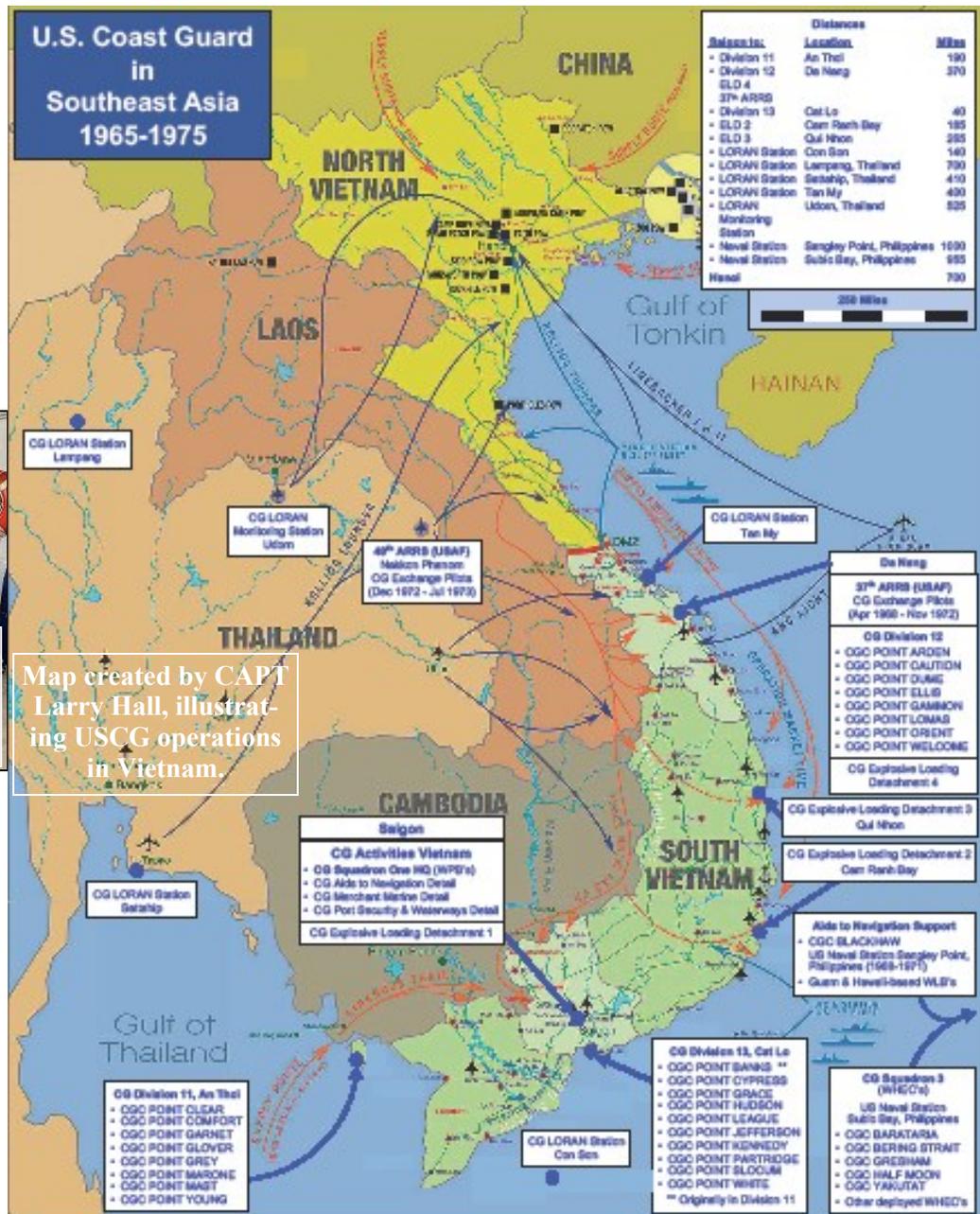
Chief Historian Scott Price, Curator Arlyn Danielson, and Asst. Historian Beth Crumley staff the Historian's Office booth on the National Mall.

So where is the synergy? Over a year ago, CAPT Hall undertook the massive project to organize and catalogue our Vietnam collection totaling 48 archival boxes of material. Because of his work on that project, (still very much a work in progress!) he was able to put together some incredibly valuable tools explaining the USCG presence in Vietnam and provided expertise on Operation Market Time to visitors.

While preparing for this event, I had the opportunity to delve more fully into the history of the 37th AARS. I read as much as I could find in the time I had. I listened to oral histories and podcasts. (Dick Rutan has one on YouTube that I highly recommend.) One of the hats I wear here is manager of the Oral History collection, a collection of about 2,000 separate interviews in a wide variety of formats. In my effort to wrangle that collection into something more manageable, I discovered that we have some excellent interviews



CAPT Larry Hall (L) discussing Operation Market Time with another exhibitor.



Map created by CAPT Larry Hall, illustrating USCG operations in Vietnam.

with 37th AARS pilots...truly, a gold mine. A largely unknown, under-utilized, and oft-neglected gold mine. A check of the various databases that cover the oral history collection revealed interviews with Jay Crowe, Lonnie Mixon, Jim Loomis, Lance Eagan, and Jack Stice. Their words, their voices, bring to life this remarkable chapter in CG history...and it proves, once again, the importance of oral history. I have always maintained that I can write about an event...but I wasn't there. I can give you the facts, but I

cannot convey what someone who was there experienced. I have always relied on oral histories and interviews to do that for me...to bring an audience or a reader into the story I am, or we are telling.

The work we have been doing as part of our normal responsibilities, organizing collections, cataloguing, writing finding guides, only made The Historian's Office participation in this event more dynamic. It was more than simply writing text and labels and manning a booth. The "Vietnam Welcome Home" event provided an opportunity to share so many of those stories, and to bring those events to life. For those of us who work as historians, curators, and archivists, it is one of the reasons why we chose this field of work. The opportunity to teach, and to learn allows us to connect with individuals who otherwise may be little more than a name on a memorial or a headstone. Speak their names; learn and share their stories. Remember them and be inspired by what they stood for. Semper Paratus!



Mr. and Mrs. Ross Disbennett stand next to the ham radio used by his father MCPO David Disbennett in Vietnam.



1967: Coast Guard-Air Force Exchange Program

"The helicopter envisioned by CDR Frank Erickson as a vehicle for rescue also became a weapon of war. But its fame in battle as a lifesaver all but eclipsed that of its warrior cousin."

Historian and Ptero retired Lieutenant Commander Barrett Thomas Beard, Aviator 1104

As US involvement in the war in Vietnam grew, so did Coast Guard involvement. Most of those assigned to duty in Vietnam were part of Operation Market Time, a naval interdiction campaign. However, the rapid increase in rescue requirements generated by direct involvement of US forces created an acute shortage of helicopter pilots experienced in Search and Rescue. At the beginning of 1966, the Air Force's Aerospace Rescue and Recovery Service approached the Coast Guard suggesting a reciprocal exchange program of experienced aviators.



From more than eighty volunteers, three helicopter pilots were chosen. LCDR Lonnie Mixon, LT Lance Eagan, and LT Jack A. Rittichier joined the 37th Aerospace Rescue and Recovery Squadron in Da Nang, flying the Sikorsky HH-3E "Jolly Green Giant." By 1971, ten USCG helicopter pilots participated in the program. Their numbers were not large. Their contribution was. This group of men were awarded 4 Silver Stars, 15 Distinguished Flying Crosses, and 86 Air Medals. One, however, did not return.

LT Jack Rittichier, a former Air Force B-47 pilot, received his first DFC eleven days after his arrival in Vietnam. A month later, he twice entered an "extremely hostile" landing zone to rescue nine survivors of a downed helicopter. Rittichier was awarded a second DFC.

Less than a month later, the 37th AARS attempted to rescue an injured Marine fighter pilot. Rittichier was flying the backup helicopter. After the primary

aircraft was "severely damaged" from heavy ground fire, and low on fuel, Rittichier attempted the rescue. His first pass too, was met with heavy enemy fire. He returned a second time to pick up the downed Marine. As he began to lower the hoist cable a forward air control aircraft reported his left side was afire. Rittichier flew some two hundred yards to an open area before the helicopter burst into flames and hit the ground. Low flybys reported no survivors in sight. Rittichier was officially listed as Missing in Action. He and his crew were awarded Silver Stars. In January 2003, LT Jack Rittichier's remains were finally recovered. On 6 October, he was laid to rest on Coast Guard Hill in Arlington National Cemetery.



Graphic panel on USAF-USCG exchange program, highlighting service of LT Jack Rittichier, Av. 997.



Ptero Lonnie Mixon (L), Aviator 878, and Jack Rittichier, Aviator 997.

2023 Douglas Munro Inspirational Leadership Award Presented

Having volunteered to evacuate a detachment of Marines who were facing annihilation by an unanticipated large enemy force, Signalman First Class Douglas A. Munro safely extricated them and in doing so was mortally wounded on Guadalcanal on Sept. 27, 1942. Munro maneuvered himself and his boats into a position to cover the last groups of men as they headed to the boats. In doing so, he exposed himself to greater enemy fire and suffered his fatal wound. At the time it was reported that he had remained conscious long enough to utter his final words: "Did they get off?"

The Navy League presents the Munro award recognizing a Coast Guard enlisted member who has demonstrated outstanding leadership and professional competence to the extent of their rank and rate. As a result of their selection as the Douglas Munro Inspirational Leadership Award Winner, E-6 and below members receive an automatic meritorious advancement.

This year's winner is AET1 Andrew Champagne of Air Station Cape Cod.

AET1 Champagne serves as a flight me-

chanic examiner, the highest aviation qualification in Coast Guard helicopter operations. As an examiner, he is the local authority on operations, standardization and flight safety and is entrusted with the most demanding training scenarios.

He was exactly the right flight mechanic to have aboard when the aircrew launched for a search and rescue case off the Maine coast with poor weather conditions. He felt a vibration in the airframe that no other crew member could feel. The aircraft commander respected and trusted Champagne implicitly and promptly returned to base. Upon inspection, the crew found an external fuel tank only partially secured, which could have led to a significant mishap.

Champagne was hand-selected for a six-week intensive assignment to train other flight mechanics in their transition between airframe types, enabling Air Station New Orleans to transition to the MH-60 airframe with a fully qualified cadre of flight mechanics. He led 10 other instructors and examiners at Air Station Cape Cod to streamline the unit ground school which reduced the basic aircrew training time from 11 months to eight weeks. His improved syllabus accelerated junior members' professional progression and boosted their morale



and sense of belonging in the service.

Outside of work, Andrew volunteers weekly to restock shelves at the local Empowerment Center, a non-profit which provides programs, services and good for veterans, active duty members and their families.

AET1 Champagne was meritoriously advanced to Chief on June 8 at the Navy League Convention in Dallas.

Congratulations, Chief Champagne!



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 San Francisco. If you are located in any of these areas, please give this a try.

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 mebmdl1@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	ccjbwlbs@comcast.net	508 888 7384
Clearwater	Mark D'Andrea	mark.j.dandrea@live.com	727 288 6679
CG Academy	Chris Lutat	clutat@aol.com	901 830 0939
Corpus Christi	John Pasch	paschfam@gmail.com	504 236 6562
Denver/C Springs	Tim Tobiasz	tobiascg@mac.com	504 470 5040
Detroit	Rick Hamilton	rickleehamilton@gmail.com	248 807 3648
Elizabeth City	Keith Overstreet	sobrecalle@hotmail.com	540 405 3236
Houston	Jim McMahon	jim.mahon44@yahoo.com	281 753 5221
Humboldt Bay	OPEN		
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Kodiak	John Whiddon	jbwhiddon52@gmail.com	907 942 4650
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Pensacola	Kevin Marshall	kevinandmaryliz@yahoo.com	251 776 3914
Port Angeles	Eric Moan	eric.moan@gmail.com	360 797 5406
Sacramento	Steve Delikat	stdelikat@hotmail.com	916 218 9321
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San Diego	Stuart Hartley	stuart@stusart.com	619 316 8733
San Francisco	OPEN		
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. The following Pterosaurs 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.

JIM McMAHON, SHELL OIL COMPANY (Ret): Jim is our Chapter Coordinator in Houston. He served in the Coast Guard for 12 years and left as an AD1 to pursue other interests. He has been with Shell Oil Company for the last twenty years and is now an IT Solution Architect helping design Shell's new Asset Management business process using SAP (business software). Jim is also heavily involved in Shell Oil's MILNET or Military Network program. Shell wants to hire military veterans. He can be reached at: jim.mcmahon44@yahoo.com or 281-753-5221.

CHRIS LUTAT, B-777 CAPTAIN, FEDEX: Chris Lutat is our Chapter Coordinator at the Coast Guard Academy. He has extensive instructor, as well as pilot hiring experience. He can be reached at: clutat@aol.com or 901-830-0939.

PAUL FRANCIS, CDR, USCG (Ret): Paul is our Chapter Coordinator in Salem, MA and now works for TSA in Boston. He is responsible for the inspection and regulatory oversight of air carriers, 21 federalized airports, cargo facilities, indirect air carriers, certified cargo screening facilities, flight schools, flight instructors, and general aviation outreach throughout all six New England States. He can be reached at: paul.francis@tsa.dhs.gov or 617-721-0639.

STEVE RAUSCH, CDR USCG, (Ret): Steve currently flies the Airbus 300 for FEDEX, and serves as our Chapter Coordinator in Memphis, TN. He is available to discuss with both pilots and aircraft maintenance personnel potential airline hiring opportunities. FEDEX is actively recruiting both pilots and maintenance personnel at this time. Steve can be reached at: rauschfamily@comcast.net or 901-871-4702.

BILL PAPPAS, CWO4 USCG, (Ret): Bill was an ADCS to CWO to LT. He transitioned to the private sector and held a position with a Government Contractor then spent a couple of years as a Director at an IT consulting company. He went on to a publicly traded

company, where he was VP-IT and then Senior VP–Chief Information Officer. Bill has extensive experience hiring and mentoring personnel. He can be reached at: wpappas@me.com or 919-889-7847.

PETER TROEDSSON, CAPT USCG, (Ret): Peter is the City Manager in Albany, Oregon. Albany is a full service city with 450 employees providing police, fire, library, parks and rec, public works, municipal court services, along with all support departments. Peter serves on the board of the International City Management Association and has counseled many transitioning veterans interested in local government service. He can be reached at: ptroedsson@gmail.com or 503 468 9898.

LARRY POST, AMERIPRISE FINANCIAL (Ret): Larry was on active duty from 1976-1982 as an HU -16 pilot at Cape Cod. He spent 34 years with Ameriprise Financial Services, retiring as a senior executive. Larry lives in Boston and is currently CEO of Post Hospitality Group: <http://www.posthg.com/> He may be reached at LPTHEJET@AOL.COM or 617 908 4001.

HANK SCHAEFFER, CDR USCG, (Ret): After retirement from the CG, Hank worked for FlightSafety International as an S76 Instructor. He then transferred to FlightSafety Boeing. With Boeing, he became the 737NG/Classic Maintenance Chief Instructor, and Manager, Regulatory Approvals and Standards. Hank is at globalflyer7x7@gmail.com or 541 749 0774.

LIAM WILLIAMS, AETCM USCG (Ret): Liam retired in 2017 and went on to civil service with the State of California as Operations Manager of the Statewide Training Center. He is now a financial Advisor for First Command Financial Services. First Command is recognized as a Military Friendly Employer. He can be reached at ldwilliams1975@yahoo.com or 510 846 7001.

JACK SANTUCCI, CAPT USCG (Ret): Jack is Safety Officer and a Gulfstream Captain for Reyes Holdings Aviation in West Palm Beach, FL. Reyes operates Gulfstream V/450/550/650 aircraft and is frequently looking for both pilots and mechanics. Mechs must have an FAA A&P certificate, Gulfstream experience preferred. He can be reached at JackSantucci84@gmail.com or 561 267 2522.

MARK CREASEY, CAPT USN (Ret): Mark is a retired Navy P-3 pilot and proud member of the CGAA. He currently works at Lockheed Martin in Arlington, VA, as the Director of Government Affairs for Naval and CG Aviation. He can offer insights on making the transition to the defense industry, going to the airlines, and/or building your professional network. Mark can be reached at mcreasey90@gmail.com or 703 597 3661.

DAN CRAMER, CDR USCG (Ret): Dan is a former Air Medical Pilot and can discuss that area of the industry for both pilots and mechanics. He can be reached at: daniel_s_cramer@yahoo.com or 510 229 0924.

RICK KENIN, CAPT USCG (Ret): Rick is Chief Operating Officer, Boston Medflight, Bedford, MA. This is a fixed and rotary-wing air ambulance provider servicing the New England region with a long history of employing former Coast Guard pilots and mechanics. Additionally, Rick is connected across the air ambulance industry and can provide career advice for CG aviation people transitioning to commercial aviation. He is at: rick@keninfamily.com or 305 389 3667.

SEAN CROSS, CAPT, USCG (Ret): Sean is working for Tecolote Research as a Principle Analyst supporting the Space Enterprise Corps - Commander's Action Group, Space Systems Command, U. S. Space Force. His group supports acquisition and sustainment of command and control and data management systems supporting larger satellite portfolios and ensuring compatibility and interoperability at Space Systems Command. He can be reached at: seanmcrossBI@gmail.com or 540 735 4921.

TOM PALIGRAF, VICE PRESIDENT, SUN TRUST BANK, (Ret): Tom served at AirSta Miami from 1968-1972, leaving as an AD2 to pursue a career in banking. After completing college (thanks to the GI bill), Tom served twenty-four years with Sun Trust Bank, retiring as Senior Vice President. He has extensive experience in commercial, consumer and residential lending. Tom lives in Fletcher, NC and can be reached at paligraf@comcast.net or 305-962-5218.

JAMIE WRIGHT, B-737 FIRST OFFICER, UNITED AIRLINES: Jamie flew C-130s in the Coast Guard and then transitioned to commercial flying. She worked extensively as a Part-135 pilot for Cape Air and Express Jet and is available to provide career advice for CG Aviation personnel transitioning to civilian flying. She can also discuss hiring opportunities at United Airlines which is actively recruiting pilots. Jamie can be reached at c130pilotgirl@gmail.com or 727-235-8360

The only job requirement is to relate your experiences as you made the transition from Coast Guard Aviation to any kind of civilian employment. If you have any questions, call or email: **Mark Benjamin at: 231-642-1201, or email: mcbmd11@gmail.com**

LOCAL CHAPTER ACTIVITIES



Ten Pound Island Wreath Laying Ceremony—CG Auxiliary Flotilla 46 in Cape Ann, MA conducted a "wreath laying" at the Ten Pound Island Air Station commemorative plaque during the Memorial Day observance. Five members of the flotilla took a few moments to think of, and speak about, these aviation trailblazers who breathed life into what would become the CG aviation program. (Specifically, CAPT C.C. von Paulsen.) Pictured are Auxiliarists: David Swensen, Gerry Davidson, Flotilla Commander Tom Clarke, Vice Flotilla Commander Rev. Floyd Grace, John Keyes (Keeper of the Plaque). We have held this observance (in one form or another) for the past ten years, every Memorial Day and Veterans Day. And we hope to continue it for another ten years!

Ptero John W. Keyes, P-3390, Aux. Air Observer



ATC Mobile Change of Command—Ptero CAPT Scott Lugo, Aviator 3605, relieved Ptero CAPT Chris Hulser, Aviator 3499, during a change-of-command ceremony for Aviation Training Center Mobile on 14 April. RADM Eric Jones, DCMS Deputy for Personnel Readiness, presided over the ceremony. CAPT Lugo previously served in the office of the Deputy Commandant for Operations in CGHQ. CAPT Hulser's next assignment is in the office of the Commandant as the Executive Assistant.

Congratulations!

AirSta Traverse City Wing Award Ceremony—Traverse City Chapter Coordinator Curt Erickson (P-5458) presented a set of Basic Aircrew Wings to AET3 Ryan Young at a Traverse City Air Station awards ceremony on April 5th. In cooperation with the AirSta, the Chapter has established a program to present wings with “CGAA” engraved on the back to newly designated pilots, aircrew, and Rescue Swimmers.

Pictured (L-R) CO Ptero CDR Andy Schanno (P-5937), AET3 Ryan Young, and Ptero Curt Erickson, CWO4, USCG



(Ret.), P-5458. [Curt Erickson received his Basic Aircrew Wings 50 years ago at Air Station Traverse City...Ed]

Congratulations!

min Building while maintaining current (FOB) posture

D. November 2023: Ribbon Cutting

(Note: Petro Pete Heins, FOB -CGAS-Pterodactyl Coordinator will lobby for Pterodactyl invites)

E. December 2023: Taxiway bridge to NAWS Pt. Mugu Taxiway and Runway as well as all on-site work 100% complete.

Long-term Timeline:

A. Summer 2024: CG Air Station Ventura commissioning, new O-5 command ~98 personnel (+~75 from FOB footprint)

B. June-September 2024: arrival of three H60s staggered over those few months

C. September 2024: last H-65 duty crew for the LA AOR ending 37 years of service protecting the United States largest port complex for commerce and 2nd largest metro area.



AIRSTA VENTURA, CA CONSTRUCTION PROGRESS SITREP By Chapter Coordinator Ptero Pete Heins, Aviator 1504 (With extensive assistance from LCDR Nathan Shakespeare, Aviator 4274, (FOB Pt. Mugu- AIRSTA San Fran))

The Coast Guard's first new Air Station in about 20 years is coming along nicely.

Situation:

- A. Hangar – 90% complete
- B. Admin Building – 85% complete
- C. Aircraft Ramp – 90% complete
- D. Hard surfaces – curbs, concrete, asphalt: prep underway for parking lots and non-aircraft surfaces around the property.

Short Term Tentative Timeline:

- A. August 2023: Facility complete
- B. September 2023: USCG on-site for install of various components (computers, networks, radios, phones, etc.)
- C. October 2023: Forward Operating Base Pt. Mugu (FOB) moves into Hangar, Ad-



LCDR Nathan Shakespeare photo.

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 cejbwlbs@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.



“Kings” of the Sky
By Ptero LCDR Mark Currier, Aviator 4690

It was the summer of 1992, and going into his senior year of high school, (CAPT) Jared King had the chance to fly for the first time in a helicopter. He had always been interested in flying, but now the opportunity to visit Air Station New Orleans as a Sea Cadet was presented as simply irresistible. He would be spending two weeks onboard the Air Station as an intern, fully immersing in Coast Guard aviation, working alongside mechanics on the hangar deck and learning everything first-hand. After reporting onboard, (then) LT Kevin Robb, Aviator 2119, took the newly reported Sea Cadet King on a familiarization flight onboard the new MH-65A helicopter. The flight was routine, traversing over the Mississippi River, downtown New Orleans, and over Grand Isle, Louisiana into the Gulf of Mexico. Once at altitude, the young Cadet King was allowed to “manipulate the controls” and distinctly remembers lifting off the ground for the first time into a hover. LT Robb’s instruction was simple “Push the stick forward and the houses get bigger. Pull the stick back and the houses get smaller”. After that Cadet King never looked back and was instantly hooked on aviation. Fast forward 30 years and 3500 hours, Ptero CAPT Jared King, Aviator 3506, is still hooked on aviation, serving as the Coast Guard’s Chief of Aviation Acquisition in Washington D.C.

Ethan demonstrated his takeoff and landing skills in the MH-60, MH-65 and HC-144 simulators, right alongside his father, CAPT Jared King (who could still perform an autorotation as if he just stepped off the flight line yesterday)! The father and son duo “flew” over their home in Washington D.C., and performed area familiarizations in New York, San Francisco and Pearl Harbor. Following a lunch hosted by Pteros CAPT Christopher Hulser, Aviator 3499, ATC CO and CDR John Souders, Aviator 3958, ATC XO, father and son were afforded the opportunity to put their skills to the test during an actual flight in the MH-65D, the same aircraft (now upgraded) that (then) Cadet King flew over 30 years ago while at Air station New Orleans. With CAPT King in the swimmer seat, Ethan King in the cabin and LT Orly Naum in the right seat, the Kings took to the sky! In flight, the two things that stood out to Ethan King were the exact same two things that had stood out to his father over three decades earlier...the sensation of lifting off the ground for the first time and being able to control the helicopter in the air. “The smile on his face when he landed was from ear-to-ear and for quite some time he was at a loss of words for how much he loved it. Only time will tell if he is truly hooked as I was, but even if this is his only flight, it was truly special to have him experience and catch a glimpse of what I’ve done for pretty much the better part of my adult life” said CAPT Jared King following the flight.

son, Ethan, so did CAPT Thomas King take Cadet Jared King on a familiarization flight accompanied by then LT Biff Brown as co-pilot, onboard the newly acquired HH-65A, flying over the gulf coast, and landing at NAS Pensacola to visit the Naval Aviation Museum for what CAPT Thomas King called some “inspiration” for his son. This inspiration came back full circle in March 2023 when CAPT Jared King sat in the backseat during his son Ethan’s flight at the Aviation Training Center for a lap in the pattern, hopping out to let Ethan experience the rest of the flight on his own, as he had done so many years ago with his father. The pilot of the familiarization flight, LT Orly Naum, Aviator 4600, had even been stationed with CAPT Jared King in Detroit while CAPT Jared King had served as CO, just as LT Kevin Robb had served with CAPT Thomas King previously. This flight is the first time three generations have flown in any Coast Guard aircraft, let alone the same type of aircraft, let alone the EXACT same aircraft, let alone the same aircraft with two of them together twice.



LT Kevin Robb (L), Cadet Jared King, & AM1 Ray Sullivan.



Eagle Scout Ethan King and his father, CAPT Jared King.



LT Orly Naum (L), Ethan King, & AMT3 Wyatt Persons prior to flight on ATC Mobile MH-65 ‘6558.’

In March 2023, the family had a very similar, yet unique opportunity to share their love of Coast Guard aviation throughout multiple generations. CAPT Jared King and his son, Ethan, visited the United States Coast Guard’s Aviation Training Center in Mobile, AL. Ethan, who had recently earned the rank of Eagle Scout in the Boy Scouts of America, and being classified by the Coast Guard as a potential candidate with a “high propensity to serve”, was eager to demonstrate his passion for aviation. During the tour,

Regardless of this momentous occasion for father and son, the King family aviation legacy harrows back a generation further. The tail number of the aircraft used on this flight was the “6558”, which happened to be the exact same aircraft flown by CAPT Jared King and HIS FATHER (Ethan’s Grandfather), Ptero CAPT Thomas King (retired), Aviator 1775, the second to last CO of Air station Brooklyn and retired Chief Pilot for the Coast Guard! On December 23, 1993, (then) CG Academy Cadet Jared King was home on leave for the Christmas holiday in New Orleans, where his father, CAPT Thomas King was stationed as the Air Station XO. Just as CAPT Jared King had done with his

After exiting the aircraft and watching LT Orly Naum take his son to the skies for the rest of the flight, CAPT Jared King “...couldn’t help but reflect that I was sitting in the same seat I had before, only with a different King in the left seat up front. Talk about full circle!”



CAPT Jared King and son, Ethan King, after flight on MH-65 ‘6558.’





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 Logan T. Anderson	Elizabeth City	AET3 Eric W. Camp	Clearwater
AET3 Chance C. Champion	Cape Cod	AET3 Collin M. Conroy	Sacramento
AET3 Cody L. Ellington	Mobile	AET3 Bryce E. Keller	Astoria
AET3 Jessica A. Montoya	Miami	AET3 Joseph S. Ramos	Sacramento
AET3 Kaden J. Renly	Cape Cod	AET3 Pablo F. Rodriguez Alberty	Borinquen
AET3 Bryce P. Sheets	Elizabeth City	AET3 Luke C. Thornberry	Cape Cod
AET3 Dahren J. Wada	Kodiak	*AET3 Nacole K. Nader	Houston
AMT3 Alexa R. Andlinger	San Francisco	AMT3 Jerry L. Anson	Savannah
AMT3 Dylan B. Baldwin	Miami	AMT3 Devin D. Beaulieu	HITRON
AMT3 Bradley S. Garrett	Elizabeth City	AMT3 Barritt H. Grizzard	Barbers Point
AMT3 Zachary J. Hawkins	Clearwater	AMT3 Lilly K. Jacobson	Sacramento
AMT3 Alexander L. Kelsey	Sitka	AMT3 Ethan J. Lamansky	Sitka
AMT3 Caleb C. Lyons	Clearwater	AMT3 Hiram J. Rivera	Cape Cod
AMT3 Matthew A. Schauff	Kodiak	AMT3 Jacob N. Wymer	Mobile
*AMT3 Elijah G. Yang	Elizabeth City	AMT3 Melanie R. Andrews	Sitka
AMT3 Curtis J. Azevedo	San Francisco	AMT3 Zane M. Bowers	Detroit
AMT3 Antonio R. DeAsis	Sitka	AMT3 Rafael A Figueroa Archilla	Clearwater
AMT3 Payton A. Lovell	Elizabeth City	AMT3 Tyler A. Milford	Sacramento
AMT3 Philip M. Pezzolanti	Miami	AMT3 Timothy R. Skidmore	Kodiak
AMT3 Andrew D. Stone	Mobile	AMT3 Barry J. Stubeda	Atlantic City
AMT3 Jonathan C. Tippy	Barbers Point	AMT3 Dillan M. Walsh	Cape Cod
AMT3 Jonathan W. White	Clearwater	*AMT3 Benjamin R. LaBerge	North Bend
*AST3 Porter Wing	Borinquen	AST3 Malcolm Pelham	Corpus Christi
AST3 Joseph Wood	Mobile	AET3 Efrain Beltran	Miami
AET3 Paul J. Doyle, III	Corpus Christi	AET3 Dekoda J. Ek	HITRON
AET3 Tyler A. Fournier	Sacramento	AET3 Joseph Gonzalez	Barbers Point
AET3 Christopher T. Graham	Elizabeth City	AET3 Kyle J. Kirby	Kodiak
AET3 David S. Kisiah	Kodiak	AET3 Logan R. Laskey	Kodiak
AET3 Jonnathan I. Lugo Mendizabal	Miami	AET3 Christian J. Perez Muns	Clearwater
*AET3 Marcel VanDenHeever	Clearwater	*AST3 Stephen Stronach	Clearwater
AST3 Erickson Fomiller J	Port Angeles	ANAST Tyler Cunningham	Kodiak
AST3 Brady Gannon	Corpus Christi	AST3 Ashworth Reed-Kraus	Houston
AST3 Eric Sorenson	Elizabeth City	ANAST Christian Santos Homs	Sitka
AST3 Andrew Turner	Traverse City		



Newly Designated Aviators

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

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
5133 Leah L. LLewellyn	Corpus Christi	5134 Michael R. McCaslin	Borinquen
5135 Scott R. Salmon	Atlantic City	5136 Warren K. Chan	Clearwater
5137 Cody T. Litman	San Francisco	5138 Spencer S. Smith	Cape Cod
5139 Philip T. Espinoza	Capcod	5140 Alexander D. Hall	Mobile
5141 Matthew P. O'Donnell	New Orleans	5142 Alberto S. Raymond	Borinquen
5143 Sarah R. Ritchie	Miami	5144 Sean J. Salmon	Elizabeth City
5145 Michael T. Valentine	Barbers Point	5146 Olivia R. Holt	Barbers Point
5147 Zachary W. Groce	San Francisco	5148 Caroline M. Howard	Barbers Point
5149 Marshall J. Reyburn	San Diego	5150 Anita J. Atkinson	Cape Cod
5151 Kendall F. C. McClusky	Detroit	5152 Emily K. Wright	North Bend
5153 Sophia S. Quick	Houston	5154 Tyler J. Exum	Miami



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 San Diego Roost, from 31 October to 3 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.

You have plenty of time to visit the online store and purchase some neat CGAA apparel to wear the name tag on. Do to increased shipping expenses, we won’t have as many large items to buy at the Roost but we’ll have the ability to order those items from the Ptero Store. Looking forward to seeing you all there. It should be a wonderful venue for gathering and fun.

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.

June 2023 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 10737,
 Alexandria, VA 22310**

Total Enclosed: \$

AIRSTA ACY From 5 CG aviators.

One of AirSta Atlantic City's two predecessor units, AirSta Cape May, was commissioned in 1926 as the Coast Guard's second air station. In October 1926, CPO Charles Thrun, the Coast Guard's third pilot and first enlisted aviator, flew the first of three amphibian biplanes into Cape May, NJ. In 1935, Thrun became the service's first aviation-related death after his aircraft crashed into the waters off Cape May. AirSta Cape May was decommissioned in 1938. The second AirSta Cape May was established in 1969, flying HH-52A's.

The other half of CG aviation history that inspired the establishment of AirSta Atlantic City, was the influential success of AirSta Brooklyn in New York. When New York's first municipal airport, Floyd Bennett Field, opened in 1931, its airfield was mostly used for general aviation and ideal for record breaking due to its long concrete runways and unobstructed approaches over Jamaica Bay. The airfield drew many high visibility pilots such as Wiley Post, Howard Hughes, and Amelia Earhart.

Nearly five years after the Brooklyn airfield opened, New York Mayor Fiorello H. La Guardia announced that the city of New York signed a 50-year lease for the U.S. Coast Guard to run operations out of the field. Two years later, in April 1938, the Coast Guard established Air Station Brooklyn. Sixty years later, AirSta Brooklyn was disbanded after Air Station Atlantic City was established. Its facility is still serving the nation, as home to the New York Police Department's Aviation Unit.

A critical mission today, AirSta Atlantic City pilots and aircrews who serve the CG's unique Rotary Wing Air Intercept Mission, fly in our nation's capital region protecting the airspace over Washington, D.C., and across the country, providing air support and security for the president. The National Capital Region Air Defense Facility was established in 2006 at Washington National Airport as a sub-unit of AirSta Atlantic City – the only CG-operated facility supporting Operation Noble Eagle, a North American Aerospace Defense Command mission initiated to protect the airspace of the U.S. and Canada following the terrorist attacks of Sept. 11, 2001. In its first year of operations, NCRADF CG aircrews made 93 intercepts. Over the last decade,

Coast Guard helicopter crews halted more than 240 unauthorized aircraft and provided more than 2,400 hours of support to presidential security missions.

While CG sentinels continue to stand watch today from their south New Jersey air station, the most valued air missions are the ones that result in saved lives. Since 1998, AirSta Atlantic City aircrews have saved more than 600 lives and assisted the lives of more than 700 people.

The impact and inspiration from past generations of CG members is why Air Station Atlantic City search and rescue aircrews could bring 1,310 distressed mariners back to their families on shore.

Coast Guard members who serve at Air Station Atlantic City recognize - every single day - the sacrifices of the Coast Guard men and women who paved the way for today's Coast Guard. The devotion of CG crews who served in Cape May and in New York is revered and their courage will continue to inspire future generations of Coast Guard Air Station Atlantic City Coast Guardsmen.



The Ancient Order of The Pterodactyl
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AirSta Atlantic City's Legacy Celebrated.
 See story on P. 3.

Ptero Steve Jablonski addresses the audience at AirSta Atlantic City's 25th Anniversary celebration.
 See story on P. 3.

What do old retired CG pilots do for fun? Pteros Glenn Gunn, Aviator 1958, & Keith Overstreet, Aviator 3227, hanging out over ECity.



Recent Cleaning crew at Traverse City monuments: L to R: Pteros Randy Blunck, P-5087, Diz Dalzell, P-5047, Tom Haase, Aviator 1948, Curt Erickson, P-5458, & Bill Biggar, Aviator 1975. Ptero Mark Benjamin, Aviator 1665, photo.

You heard the one about the three old Pteros wandering around the ramp?
 The first one says, "WINDY ISN'T IT?"
 The second one says, "NO, IT'S THURSDAY"
 The third one chimes in, "YEAH, I'M THIRSTY TOO, LET'S GO HAVE A BEER!"
 Submitted by Ptero Glenn Gunn