



# 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

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### Houston Eyed for 49th CGAA Roost

Our 49th Ptero Roost honoring the CO, Ptero CAPT Anthony Guido, Aviator 3989, and the men and women of Air Station Houston, is planned for 28 April—2 May 2026. Once again, our intrepid Roost Coordinator, Ptero Tony Hahn, Aviator 3158, and his enthusiastic helpers are planning an action-packed event at the South Shore Harbour Resort and Conference Center in League City, TX, about 10 minutes south of the AirSta.



Your Roost Committee will be providing more details on Registration and Room Reservations in the upcoming months.



### Ptero RADM Carola List, Aviator 3198, Becomes the 28th Ancient Albatross By Lt. Luke Pinneo, District 5 Public Affairs Officer



RADM Christopher Bartz, Golden CG Ancient Albatross #27, places the Ancient Albatross ceremonial flight jacket on RADM Carola List, Golden Ancient Albatross #28, at Kitty Hawk, NC on April 24. Kitty Hawk is where the Wright Brothers had the first flight in history, but CG Life Saving Station crews were also there to help them during that historic event. (CG photo by PO1 Jonathan Lally)

In a time-honored ceremony held at Air Station Elizabeth City on April 24, the Coast Guard celebrated the passing of the Ancient Albatross title, recognizing aviation excellence and leadership across generations. The outgoing Ancient Albatross, RADM Christopher Bartz, Aviator 3167, Department of Homeland Security Deputy Chief Information Officer, officially transferred the distinguished honor to RADM Carola List, Commander, Operational Logistics Command. Their ceremonial exchange solidifies the continuity of leadership, expertise, and service within the CG aviation community.

Presided over by ADM Kevin Lunday, Acting Commandant, the event gathered senior leaders, aviators, and **SEE ANCIENT AL ON P. 3**

## DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

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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](mailto:Zach.Wiest@aoptero.org) & [communications@cgaviationassn.org](mailto:communications@cgaviationassn.org).

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-ex officio



**A Message from 2551 (CGAA/AOP President):**

Fellow Pteros!! I hope this issue finds you enjoying summer!

The CGAA's mission is to "Support Coast Guard aviation and its goals, and to actively contribute to the preservation of the history of Coast Guard Aviation ...." We do very well at the second part of that mission – preserving history. But, what happens when we hear about the aging fleet of rotary-wing aircraft at or beyond manufacturer lifetime limits? Or, when we hear about impacts on recruiting, training, and retaining adequate numbers of aviation personnel? Even worse, when we hear repeated expressions of concern for proficiency given the lack of available flight hours? That first part of our mission is "to support Coast Guard aviation and its goals," so our members understandably want to know what we can do to support that mission. In the last issue I referenced this growing concern among our members about the crisis. At our Roost in January, briefings from senior leaders painted a picture that confirmed the impending crisis. Given these concerns, we drafted a letter to ADM Kevin Lunday, then Acting Commandant, outlining our concerns and offering support.

Advocacy is not a familiar mission area for the CGAA. Mindful of our status as an organization trusted and valued by the Coast Guard as a source of support, we can't and won't endorse specific platforms or systems. But, we can stress the importance of proper planning for the recapitalization of our aviation fleet, we can remind decision makers of the high stress/high consequence environment in which aviators operate, and we can communicate the great importance of investing in aviation capability – both physical assets and human assets.

What more can we do? We're in a period of great change within the federal government, and the Coast Guard faces significant opportunities for growth. But, the service also faces the need to responsibly plan for and manage that growth. Our members can advocate for the development of an aviation strategy that promotes sustained effective and safe aviation operations and maintenance well into the future. We're considering ways in which we, as veterans and strong supporters of Coast Guard aviation, can help our Coast Guard. An ad hoc Advocacy Committee has stood up, with Stan Walz, Aviator 1702, Sperry Storm, Aviator 1111, RADM Dave Kunkel, Aviator 1726, John Whiddon, Aviator 1731, and RADM Jack Vogt, Aviator 2884, applying their wisdom and experience to address this question. There'll be more to follow. In the meantime, let us know your thoughts.

I'll close for now with hearty congratulations to RADM Corola List, Aviator 3198, who is now our 28<sup>th</sup> Ancient Albatross, and to RADM Chris Bartz, Aviator 3167, our 27<sup>th</sup> Ancient Albatross, on the occasion of his retirement.

Have a great summer!



**Taps**

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

James Kroetsch, P-2609, 12/25/24

William Tillo, 737, 2/16/25

Linda Smith (spouse of Ptero Past Prez Mont Smith, 1520), 2/28/25

John R. Edwards, 897, 3/6/25

Richard Ruhe, 1293, 4/19/25

RADM William Kozlovsky, 738, 5/11/25

Larry C. Evans, 1269, 5/17/25

Gerald Foster, 898, 6/7/25

Michael Quinn, 1962, 6/25/25

Paul Langlois, 1954, 6/30/25

VADM Richard Herr, 1257, 7/2/25



**New CGAA Members Since 2/1/25. Welcome Aboard!**

Jason Gross	Life-Regular	4183	Joseph Camarota	Active Duty	P-6387
Maxwell Eastman	Active Duty	P-6389	Roy MacKay	Active Duty	P-6391
Tank (Thomas) Shuler	Life-Regular	3632	Mark Zinderman	Active Duty	4870
William Matthews	Regular	P-6405	Ryan Popiel	Life-Regular	4172
Brian Allsworth	Life-Regular	RS-477	Rich Andrews	Life-Regular	899
Daniel Blaich	Life-Regular	4394	William Boardman	Life-Regular	5068
Erin Boyle	Life-Regular	3790	Jason Bustamente	Life-Regular	3850
Morgan Collins	Life-Regular	P-6397	Carlos Gonzalez	Life-Regular	4772
Remi Harrington	Life-Regular	P-6420	Ryan Hawn	Life-Regular	3893
Raymond Jamros	Life-Regular	4961	Joshua King	Life-Regular	4865
Brad Apitz	Life-Regular	3571	Liam Ballantyne	Life-Regular	5071
Weston Dodson	Life-Regular	4551	Walter (Freddy) Fredenhagen	Life Reg.	4380
Travis Gagnon	Life-Regular	4202	Adam Guarno	Life-Regular	4566

See 'New Members' on P. 9



**ANCIENT AL FROM 1** distinguished guests to reflect on the proud history Guard aviation and to look ahead to an energetic future. RADM List said that Coast Guard aviation 'is a value proposition for our nation. We continue to save lives, to protect our borders, and provide interdiction to narcotics.' RADM Bartz said 'Our standardization, our maintenance, and our flight procedures are world class. That's what makes us the model for other Coast Guards in the world.'

From its earliest days, Coast Guard aviation has embodied courage, innovation, and a steadfast commitment to sav-

ing lives and protecting the nation's shores. The Ancient Albatross award is presented to the longest-serving active-duty Coast Guard aviator, representing a lifetime of devotion to flight operations, rescue missions, and maritime safety. First established in 1966, the tradition honors aviators who have not only amassed extensive flight hours but also served as mentors, trailblazers, and stewards of excellence for the generations who follow.

The setting of the event, Air Station Elizabeth City, added special significance. Commissioned in 1940, Elizabeth City remains one of the Coast Guard's largest and most storied aviation commands. Located not far from Kill Devil Hills, the site of the Wright brothers'

first powered flight, the air station stands near the very birthplace of aviation itself. Coast Guard aviation history is rich with innovation, resilience, and heroism. From the pioneering days of seaplanes and amphibious aircraft to the deployment of advanced helicopters and fixed-wing platforms, Coast Guard aviators have been integral to search and rescue operations, disaster response efforts, homeland security missions, and international partnerships. In every generation, they have pushed the boundaries of what is possible, often risking their own lives to save others.

Today, aviation remains a vital component of the CG's mission success. New technologies, expanded capabilities, and record-breaking accomplishments continue to drive CG aviation forward, ensuring the service remains ready to respond wherever and whenever needed.

The Ancient Albatross ceremony stands as both a celebration of the past and a call to the future, reaffirming the Coast Guard's commitment to leadership in the skies and on the seas in service to the nation.



Enlisted Ancient Albatross # 11 AMTCM Kit Harris (ret.), (L), Enlisted Ancient Trident #2 CMC Ann Logan, Enlisted Ancient Albatross #16 CMC Shawn Burns, Ancient Albatross #28 RADM Carola List, Enlisted Ancient Keeper BCMC Christopher Highnote, Ancient Albatross # 27 RADM Chris Bartz (ret.), & Ancient Albatross #26 RADM Melvin Bouboulis (ret.).



## Thirty Years of Innovating Rescue Methods: The Coast Guard Advanced Helicopter Rescue School

By Ptero Adam Young, Aviator 3843, & Senior Chief Blake Arnold

Established in 1995 by Rescue Swimmers for Rescue Swimmers, the Coast Guard Advanced Helicopter Rescue School (AHRS) rapidly evolved into unmatched "whole aircrew" rotary-wing training. Led by the rescue swimmer community, AHRS has set the standard in training rotary-wing aircrews to execute a myriad of rescues in challenging circumstances for three decades. Historically, the training focus has been on precise cliff hoists, coastal cave rescues, and highly dynamic hoists in heavy seas but, over the last decade, the program was modified to also include "urban" and "inland" rescue. AHRS' elite training environment instills growth and confidence, and strengthens essential adaptations skills, transforming aircrews into capable rescuers despite the situation.

### Mastering the Full Spectrum of Hoist Rescues

Since its inception, AHRS has played a critical role in establishing the U. S. Coast Guard as the world's premier hoisting and maritime rescue service.

ment to effectively train hoist rescue capability but is the only school in the world that consistently provides practical exercises for rescuers in maritime environments with the characteristics of highly challenging search and rescue missions that Coast Guard aviators are called upon to execute.

Because AHRS is part of a small portfolio of schools the CG's Force Readiness Command (FORCECOM) has classified as "high-risk", the instruction requires a balanced approach in which the value of exposing students to difficult training is measured against the need to mitigate potential hazards. Consequently, the mandatory safety measures and intrinsic environmental conditions specific to AHRS make duplicating the training and instruction at operational units unrealistic. By exposing crews to the full spectrum of hoist conditions, AHRS combines the development of technical expertise with the critical decision-making skills necessary to maintain appropriate safety margins while successfully prosecuting rescues in demanding situations.

### Crew Coordination

Executing advanced hoists requires excep-

AHRS not only provides the most comprehensive environ-

tional crew coordination. AHRS refines Crew Resource Management (CRM) by teaching pilots, flight mechanics, and rescue swimmers to operate as a single, cohesive unit. Crews emerge from AHRS not only with better technical skills, but more importantly, with a deeper understanding of each other's roles, enhanced communication skills, and the ability to lead a crew through a challenging rescue, regardless of the assigned crew position.

The impact of AHRS training is significant in that a single crew member's behavior can influence the actions of the entire crew on a mission. For example, the fine-tuned ability to execute a precision hoist on a sheer rock face combined with the dynamics of hoisting in heavy seas, yields a crew member capable of coaching aviators, whom have yet to attend AHRS, through the complexity of a boat rescue in a storm-tossed sea.

Following the exemplary 2021 Coast Guard rescue of 31 mariners from the fishing vessel "Atlantic Destiny" in 20' seas at night, the Flying Cross recipients who performed the rescue stated repeatedly that their experience and lessons learned from participating in AHRS was responsible for their crew's success. Similarly, millions watched the dramatic footage of AHRS instructors and a rescue

swimmer student, who had just finished his week-long AHRS session that Friday afternoon, perform a rescue at the mouth of the Columbia River when the pleasure craft "SAND PIPER" was rolled multiple times by a 30' breaking wave. On Sunday night, 30 miles to the north, a far less heralded, but arguably more challenging, case was successfully prosecuted by a crew coached by AHRS graduates. They hoisted two survivors from the water after the fishing vessel "ETHEL MAY" capsized on the Willapa Bay bar in breaking surf at night. These are just a few of the cases that demonstrate having AHRS graduates in a helicopter during a difficult hoist will significantly improve the probability of a positive outcome.

### A Laboratory for SAR Innovation

In addition to an irreplaceable training ground, AHRS is a laboratory for improving Coast Guard rotary-wing SAR tactics, techniques, and procedures (TTPs). For the last thirty years, AHRS has been responsible for nearly every major improvement in hoisting techniques and rescue swimmer capabilities, continuously evolving how crews function.

Furthermore, training in an austere environment throughout a season of AHRS provides the repetitions necessary to experiment and refine different strategies. By influencing everything from aircraft maneuvering techniques for hoist cable management to rescue swimmer deployment strategies, AHRS training directly affects how crews execute rescues across the fleet. Pioneering approaches developed at AHRS is the primary reason why the Coast Guard maritime helicopter rescue service is paramount to all others.

### The Gold Standard in Maritime SAR Training

AHRS' impact currently extends far be-

yond the Coast Guard, shaping the foundation of rotary-wing SAR excellence across the broader military and rescue community. This is evidenced by the fact that USAF pararescuemen (PJs), the Canadian Forces Search and Rescue Technicians, and other elite individual rescuers have sought out AHRS training for decades. Recently, AHRS has attracted entire units of top-tier DoD personnel for training and assistance in refining their own TTPs. These highly trained operators explored all the other options and state that AHRS is the leading maritime helicopter search and rescue school in the world.

Over the last several years, national security strategy has refocused on the Asia-Pacific and AHRS has subsequently hosted five DoD training sessions as culminating experiences following months of synergy between special operations personnel and AHRS' staff working to enhance the respective entity's maritime SAR TTP. As AHRS continues to train maritime personnel recovery to the most elite rotary-wing operators in the world, the demand for its limited training capacity has never been higher. It is unlikely that such a small school with its finite resources has ever exacted as much widespread influence on rotary-wing rescue.

### A Pillar of CG Aviation Culture

Through its desire for continued innovation and improvement, AHRS embodies the pursuit of excellence that all who serve within the Coast Guard's aviation community must seek. AHRS serves as a radiant example of how Coast Guard aviators must always strive to close the gap between the aviators they are and the aviators they can be.

The school's instructor cadre expertise is founded upon those who have come before, trained hard, refined relentlessly, and always evolved. Furthermore, AHRS has always relied on helicopters and maintainers sourced from operational units. This community effort ensures that every Coast Guard aircrew mem-

ber who attends AHRS can carry hard earned lessons forward, strengthening the service as a whole. For Coast Guard aviation acumen to remain exceptional, it is imperative that the integral concepts of continuous process improvement and mastery of craft are firmly entrenched in aviation culture.

### The Future

For thirty years, AHRS has set the bar as capstone training for the most skilled maritime rescuers. As the Coast Guard looks to the future, the AHRS' mission is especially critical. Decreased experience and training opportunities in CG rotary-wing aviation make the AHRS experience that much more essential to sustaining operational capability and safety margins. Furthermore, the means to become exceptional in one's craft is essential to recruiting and retaining quality professional aviators, suitable to Coast Guard standards. Moreover, as Coast Guard missions evolve, AHRS' notable CRM training, through accelerating aircrews' ability to successfully adapt and coordinate, is pivotal to furthering operational excellence. Lastly, as the United States military transitions to operating in the maritime nexus, the Coast Guard, through AHRS, has an obligation to share its rescue expertise.

AHRS' instruction is unparalleled in the helicopter rescue community. To remain the worldwide leader in rotary wing rescue training, AHRS will continue to progress. This growth will always reflect the values of the rescue swimmer community responsible for the school's inception and evolution. For both the Coast Guard as well as those serving in elite DoD units, AHRS will continue to exist to ensure that the ethos "so others may live" and "always ready" are upheld by concrete, tangible deeds and real-world impact.



## Ancient Al #28 Letter to Pteros



Greetings, fellow Pteros!  
What a fantastic time it is for Coast Guard Aviation, and I'm honored to be able to represent our aviation community as the 28<sup>th</sup> Ancient Albatross, and serve alongside

Master Chief Petty Officer Shawn Burns, our 16<sup>th</sup> Enlisted Albatross.

On the 24<sup>th</sup> of April, I took the controls from a fellow Aeronautical Engineer, RADM Chris Bartz, at Air Station Elizabeth City, CO, Ptero CAPT Catherine Carabine, Aviator 3694, and her crew did an

amazing job hosting the Change of Watch ceremony, which included a stop at the Wright Brothers National Memorial at Kitty Hawk – where Wilbur and Orville Wright made history with the first successful, sustained, powered flight in a heavier-than-air machine on December 17<sup>th</sup>, 1903. That could not have been possible without logistics support from Life-Saving Service personnel from Kill Devil Hills Life-Saving Station who helped carry materials to the launch site for that first flight! (See 'Passing of the Jacket' photo on P. 1)

There is a long aviation history in North Carolina, with the first Coast Guard Air Station at Morehead City in 1920, the establishment of Air Station Elizabeth City in 1940, and shortly after, in 1947, a select crew from the unit went on to establish the Aircraft Repair and Supply Center (today known as the Aviation Logistics Center), and a game changer for Coast Guard aviation search and rescue, the establishment of the Helicopter Rescue Swimmer Program which became operational

at the Air Station in 1985. Aviation history runs deep in the area, and it was the perfect location to celebrate all those that have come before and laid the groundwork for Coast Guard aviation. There is a quote by Amelia Earhart that resonates with me "some of us have great runways already built for us. If you have one, take off. But if you don't have one, realize it is your responsibility to grab a shovel and build one for yourself and those who follow after you." Elmer Stone, Aviator #1, did just that for CG Aviation, as well as the many aviation leaders that followed him.

Coast Guard aviation operates in the most demanding environments and maintains aircraft like no one else in the world. I am committed to supporting our legacy, and the hard-working men and women that fly and maintain our aircraft.

Coast Guard aviation has saved thousands  
**SEE "Ancient Al" on P. 13**

## Enlisted Ancient Al #16 Report to Pteros



Fellow Pteros: I write this with immense thanks for the opportunity I

have been given while holding the distinctive title of the 16<sup>th</sup> Enlisted Ancient Albatross. Just last August, I relived Mark Leichenauer and this August I will be passing the baton to a deserving and seasoned enlisted aviator (soon to be announced). During my year, I have been provided many opportunities; attend dinners/functions/hangar dedications/unit establishments/retirement ceremonies, award aircrew qualifications, preside over award ceremonies, lead discussions on the future of senior enlisted workforce, give speeches, visit ATTC to meet with the future aviation workforce, and provide coin recognition and words of wisdom for Chiefs completing the Chiefs Call to Initiation process. I could not have accomplished any of that without the support of my wife Kristen, RADM David Barata and the D8 staff, CG-711 (specifically LCDR Brian Michka), CG -7, and RADM Bartz.

To highlight my interactions since my last submission, I worked with the Leading Chiefs of some of the Air Stations to provide coin recognition to their Enlisted Persons of the Year. I must stress that I love being able to capture the TEAM effort that we have within the aviation community to where, yes, our maintainers and operators do an unbelievable job, but sometimes the support people do a tad bit

more. Congratulations to HS1 Reness Esham (A/S Ventura), MK1 Zachary Cripe (A/S Nola), AMT1 Matthew Riemer (ATC), and AET2 Scotland Wallace (A/S Traverse City) for your accomplishment and that you LCPOs for sending me their information. I attended the Lake Charles Annual Wind, Waves, and Wheel recruiting event. Sure, it was hot in the garb, but I was able to relax a little playing video games sponsored by CG Gaming with CDR Elizabeth Newton. The recruiting event was a success with numerous leads and today two future members with secured Boot Camp dates.

Next, I was asked to provide remarks at Port Security Unit 308 leadership dinner. The opportunity provided great interaction and discussions with our reserve component and to



highlight what we do when we integrate between both the active duty and reserves.

Following the PSU 308 dinner were the Sector Upper Mississippi and Greater Tidewater Chief Call to Initiation Acceptance Dinners.



The honor to talk to our newest Chiefs, their families, friends and Messes will be one that I will never forget. The message provided (and one I cannot stress enough for our aviation crews today) was; Failure... it is an opportunity to learn, treat it like a gift you get every day; Integrity...treat others as you want to be treated, set expectations, but also use fair accountability to ensure our members fail the right way....to learn; Responsibility...having that anchor (or being in any leadership role) is a responsibility not a reward. Members are looking for your stability, security, and to know you have their back; Servant Leader-

ship...get to know your people, listen to them, find out about their goals and families, and what makes them tick. Showing a little hint of empathy and compassion goes a long way to build; Trust...easiest to lose and hardest to gain back. Build the cornerstone of any relationship with another person through the reinforcement of Failure, Integrity, Responsibility, Servant Leadership, and Trust. To become a human, FIRST you must become a human being!

I ended my tour with presiding over a Memorial Day ceremony in Elizabeth City that was attended by AET and AMT students from ATTC. The experience of having them asking me questions and providing them a historic recollection of the "garb" was a great way of showing the future what the past has done and what they can do in their own future. Additionally, what was more inspirational was having them as a part of the ceremony.



The biggest highlight of this timeframe was the Change of Watch of the Ancient Albatross between RADM Bartz and RADM List. As you can see in the pages of this Pterogram, the ceremony was great and seeing a deserving leader like RADM List take the reins and represent our profession is something I will cherish as we stand side-by-side during this journey (even for a short time). Additionally, the attendance of past Albatross's was exciting. Being able to have the Ancient Trident #2 (MSTCM Ann Logan) and the Ancient Keeper (BMCM Christopher Hinote) added to the experience. I hope we can get all of the Ancients together during my retirement ceremony in August.

Finally, I go into retirement after See "Enlisted Ancient Al" on P. 9



## Memories

By Ptero Art Wagner, Aviator 769

Aircraft Accident Review Boards, or other similar investigative bodies, get a lot of publicity of late, and justifiably so. They are integral to producing the exceptional flight safety we enjoy on duty or hopping aboard the vacation jet. Being a member of a board is serious business. Sometimes, however, some of us on the periphery feel the pressure of involvement as well.

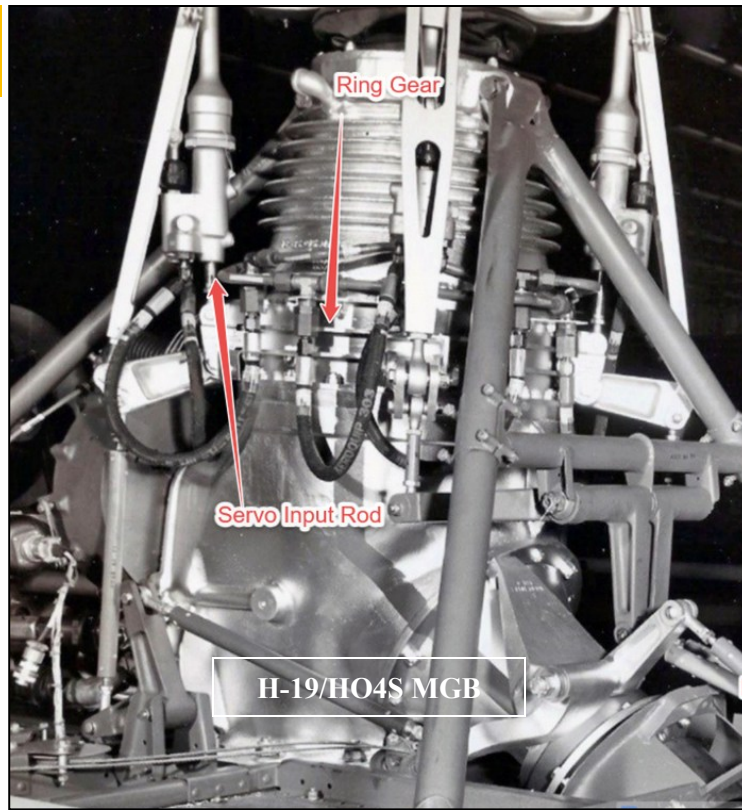
I often think of the many instances of perplexing problems presented to us and how we worked our way through them. My memory of the following case may not be perfect anymore, but if I missed a beat or two, please sing out.

### Unraveling the Mystery of a Recurring Fatal Flaw

The Engineering Division at Aircraft Repair & Supply Center (AR&SC) at Elizabeth City in the early 60's was a small but busy organization, consisting of the AD and AT Schools, Quality Assurance and Engineering. The Engineering Staff included a structural engineer (me), an Avionics engineer, an ADCM and an ATCM, a draftsman, a photographer and our Sikorsky Tech Rep. Most of our work was deriving repairs for HU-16E wing corrosion, new installations, crash damage recovery, and some failure analysis work.

Failure of the main rotor servo input rods was one of the more perplexing problems to plague the HH-52A, cropping up many years after the ships were in wide use. As it turned out, this sometimes-fatal flaw had its roots back in the HO4S/H-19 days, but we didn't connect the dots. In retrospect, we collectively should have defined the problem much earlier. Corporate memory suffers over long periods. Unwinding this Gordian Knot was not easy.

The HH-52A drive system was derived from the HO4S/H-19, with added reduction stages to the main gear box (MGB) to take the higher engine rpm of the turbo shaft T-58. The MGB and flight controls from the added gears up to the rotor head were essentially the same. It had the same main rotor head and blades (with exception of Blade Indicating Mechanism (BIM) indicators) controlled by three main servos attached to the lower or stationary swash plate. The servo extended or retracted when hydraulic fluid was routed to one side or the other of the piston, controlled by a pilot valve. The flight controls moved the pilot valve via a small servo input rod that was attached to a lever assembly bolted to the stationary steel ring gear of the two-stage planetary reduction gearing. The MGB housing was fabricated in two magnesium sections bolted together with the steel two-stage planetary gear outer ring sandwiched between them.



In its early years, presumably with the other services, the H-19 series suffered some servo input cracking and “detuning” weights were added to the pitch change rods, and it seemed to correct the problem. Or so it seemed. In the '60s HH-19G CGNR 5509 suffered a main rotor blade control failure and the cause laid to an undefined dynamic component failure. Strangely, the same ship had another similar, but fatal, accident in June 1961 after overhaul and return to service. Weird and unexplainable.

When the HH-52A came aboard, we had a ship that was a welcome step up in so many ways, and it became the workhorse of Coast Guard aviation. But then, as the fleet aged, mysterious flight control failure accidents made their presence known once again.

In one accident, it was determined that the servo input rod broke just after touchdown, and the blade made short work of the helicopter as it flailed around out of control. In another case, an HH-52A was being post-flighted after a SAR case and the mechanic found a flight control servo input rod end nut and broken cotter key on the transmission deck – but the bolt had not fallen out! The air station Safety Officer, who had been the pilot, immediately briefed the AR&SC Eng. Div. and HQ. The Air Station Safety Officer's investigation came to the conclusion that the installing mechanic had “nicked” the cotter key, setting up a stress concentration point and ultimate fatigue failure. Case closed, or was it?

Then Traverse City reported their HH-52A CGNR 1391 was repeatedly cracking servo input rods and grounded the ship. We now had an all-hands effort to solve this, and quickly. Crews were getting spooked by the whole situation.

G-EAE and AR&SC agreed that we needed

to have Sikorsky fully instrument a ship and find the source, and the CGNR 1391 at Traverse City was the logical candidate for the instrumentation. However, we needed some type of stop gap measure and I recommended AR&SC Production manufacture solid servo input rods vice the hollow aluminum rods and have enough made to cover all high time MGBs in the field. I took the first three and had them installed on the CGNR 1391 and flew it to Stratford where it was instrumented from head to toe. Sikorsky test pilot Byron Graham and I flew a rigorous test flight, and data gleaned showed the problem was not the servo input rod at fault. The input rod brackets

mounted on the MGB ring gear were seeing vibrations in excess of 150g's and transmitting that directly to the rods. It did not take long for the engineers to identify the MGB ring gear clash frequency as the source.

But why after all the years of failure free operations? Was the HH-52A experiencing higher loading of the drive train? You could muscle an H-19 to the ground with servo failure, but not so with the HH-52A, and it had an auxiliary servo system. A quick investigation of ring gear clash on “old” ring gears versus “new” ring gears on the test stand clearly pointed to gear wear. Flipping a high “g” ring over also reduced vibration, demonstrating that the amount of wear did not have to be significant.

Information was disseminated to all units, and Sikorsky cranked out new ring gear sets, AR&SC built its own HH-52A MGB run in test stand and in service high time MGBs identified. The road to solution was defined and the mystery solved.

Or was it? There was an HH-52A fatal accident in 1981 attributed to servo input rod failure. I was unable to obtain information on that conclusion. Was it an outlier, maintenance error, or a non-conforming part? Was the FAA/NTSB involved since the S-62 was in civil use? Only one 1981 accident at Avalon, CA could be found in NTSB summaries.

The HH-52A served gallantly, but needed a watchful TLC by the red ragers, and showed that vigilance and communication of info are essential.



## CGAA Sponsors Fourth Annual Soft Patch Presentation and Reception at CG Academy

By Ptero Phil Volk, Aviator 1644

Pteros from the CGAA's USCGA Chapter held their Fourth Annual Soft Patch Presentation with a reception and ceremony on March 31<sup>st</sup> for the 18 soon-to-be-ensigns selected for flight training from the USCGA Class of 2025.

Following an informal "Welcome Aboard" of Happy Hour food, drink and sea/air stories, local area Ptero's and guests were introduced and the Long Khaki/Orange/Blue/Green Aviator Line formed to welcome cadets from the Class of 2025 to Coast Guard Aviation.

In honor of those Pteros present who were commissioned 45 and 40 years ago, Pteros Jim McEwen, YG 80 (#2264), Dan Burbank, YG 85 (#2672) and CGAA CGA Chapter Coordinator Chris Lutat, YG 85 (#2686) assumed the role of lead presenters alongside Ptero LCDR Lauren Smith (#4489), outgoing Golf Company Officer and Cadet Aviation Club Advisor and Flight Team Head Coach.

Rather than following our usual lineup according to rank, Acting Chapter "Ye Olde SOPA" (Senior Olde Ptero Aviator) and MC Ptero Phil Volk (#1644) used this year's ceremony to commemorate the 105<sup>th</sup> Anniversary (March 30, 1920) of CGHQ initiating a sequential listing of aviators by number, by calling all aviators to join the presentation line according to their CG aviator number. Thanks to Ptero Sean Cross' (#3321) daily "This Day in CG Aviation History", cadets present were reminded of this tradition and that as of 1 Feb 2025, there are over 5,281 aviators that have received CG aviator designation numbers.

After Ptero Lutat presented each selectee with a CGAA Welcome Aboard Letter and Membership Application from Ptero Prez Troedsson, the following Pteros and CG Aviators joined the lead presenters by dipping into the ceremonial 50-year-old flight helmets and presented flight suit and flight jacket leather nametags and Coast Guard and U.S. Flag patches: Erik Langenbacher (#3125 and proud Dad of son Carson), Muddy Waters (#3357), Scott Jones (#3583), Drew Behnke (#3720), Crist Holveck (#3738), Laura Holveck (#3752), & AMTC Phil Johnson, Company Chief.

Additions to the future Coast Guard aviator ranks include: Brandon Chhoeung, William Cory, Gustava Drew, Martha Enestvedt, Grace Flynn, Blake George, Caleb Hammon, Ellie Hiestand, Celia Houston, Samuel Humphreys, Carson Langenbacher, Luke Manning, Eleanor Mercatoris, Michael O'Brien, Jonathan Prince, Shannon Shaw, Laird Strand, and Riley Vicinanza.

WELCOME ABOARD!

Your CGAA provided reception and nametags/patches funding.



(LtoR): Pteros Dan Burbank, Jim McEwen and LCDR Lauren Smith present Cadet 1/C Riley Vicinanza, Cadet Flight Team Captain, with her leather nametags. (Minna Waters photo)



(LtoR): Pteros Dan Burbank, Erik Langenbacher and LCDR Lauren Smith present Cadet 1/C Carson Langenbacher, with his leather nametags. Look at that "Dad Smile!" (Minna Waters photo)

## CG Heroes Recognized by CG Foundation for Hurricane Helene Rescues

Nearly 600 attendees gathered at the Margaritaville Beach Resort in Hollywood, FL, on 14 April to honor the heroic air crews from Air Station Clearwater for their life-saving rescues during Hurricane Helene in September 2024. Coast Guard helicopter crews conducted two daring rescues during Hurricane Helene, part of a weeklong response that saved or assisted 21 people and 5 pets in Florida, South Carolina, and North Carolina. These rescues, carried out in extreme weather conditions, showcased the unwavering commitment of the Coast Guard to protecting lives.

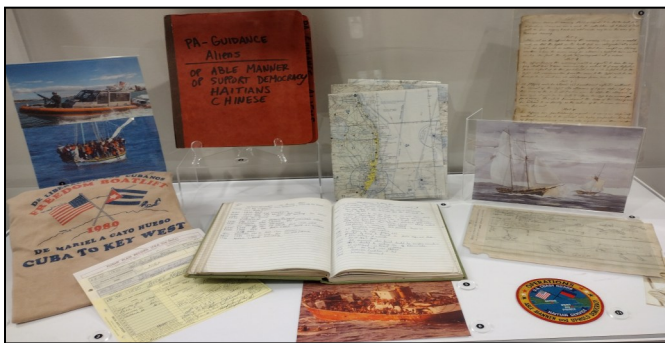


Members from Air Station Clearwater (AC LT Ronald 'Zack' Blewett, Aviator 5033, CP LT Travis Allen, Aviator 4935, FM AET2 Nicholas Johnston, & RS AST2 Todd 'Teddy' Hudson) and Sector St. Petersburg accept the 2025 Coast Guard Foundation Award on April 11, 2025, for the rescue of three mariners and a dog during Hurricane Helene in 2024.

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



ical context the origins of those missions. Writing text panels for this exhibit was a difficult task. After almost eight years



This case features artifacts and archival items relating to migrant interdiction, including flight plans as well as maps and charts utilized by AVDET Key West. Also on display is a Revenue Cutter Accounting Book dated 1833, which reinforces the fact that today's Coast Guard continues the mission of enforcing maritime law, protecting our borders, and combatting smuggling.

"The Coast Guard has the most remarkable history...of which most people are completely unaware." How often have I said those words in the eight years I've worked in the Historian's Office. But with new leadership comes new opportunities, a different mindset, a renewed sense of purpose.

This year, Elmer Stone Day kicked off a very busy spring for this office. The display, albeit temporary, in the Ceremonial Entrance to CG Headquarters was a hit. In the wake of that success, we set about designing a new exhibit for LL6, near the Ray Evans Room.

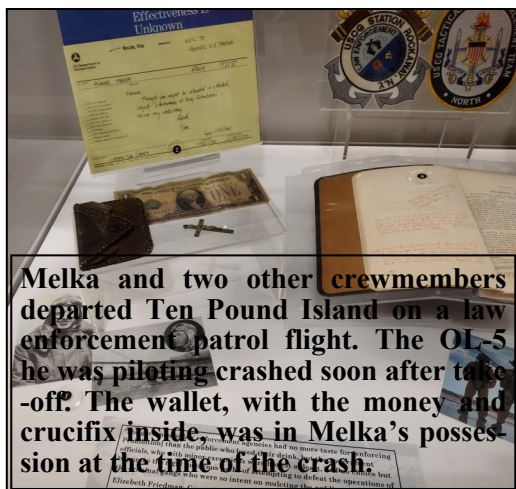
A new exhibit is always challenging. In choosing a theme, one must keep in mind that you need artifacts to display, and archival materials to support that theme. We tossed around several ideas with little agreement. Then, on 23 January 2025, ADM Kevin Lunday sent the bulletin of Commander's Intent. "Like every Coast Guard cutter, we must do three things: **Float, Fight, and Navigate.**" The CG must build and sustain a well-led, trained, ready, and resilient force that operates as a cohesive crew. It must be ready to navigate through unexpected challenges. Most importantly, said Admiral Lunday,

we must *fight*: conduct disciplined operations with excellence to deliver mission results in all we do. We save lives, control the U.S. maritime border and approaches, assure the operation and defense of U.S. maritime critical infrastructure in physical and cyberspace, and safeguard navigation and marine resources in U.S. waters and on the high seas. We fight in our nation's wars. And much more. We conduct our missions in a dangerous and unforgiving maritime environment often against those who would do us harm. We will do it right—through disciplined operations with warranted risk. We will lead our crews to get the mission done and safely return.

**THIS** was the lynchpin to the exhibit plan. We wanted to highlight the Coast Guard missions of today, while pointing to the history of those missions in our long and storied past: "Missions: Semper Paratus" focuses on the 11 missions of the Coast Guard while putting into histor-

with the CG, I was well-aware that I was brutally ignorant of the history of Fisheries Enforcement, or Marine Safety. After a lot of homework, and many rewrites, I think we now have text panels that adequately bring together the history of the missions with today's operations. And CG aviation has certainly not been ignored.

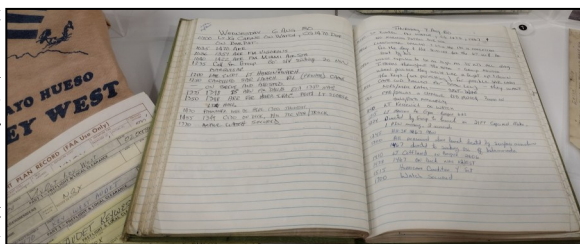
The first case centers on Prohibition and Drug Interdiction. In addition to text panels which provide historical context to the mission, HITRON is featured, as is Leonard Melka. Melka and Christian Von Paulsen flew some of the first patrol flights from Ten Pound Island during the Rum Wars. Displayed are the



Melka and two other crewmembers departed Ten Pound Island on a law enforcement patrol flight. The OL-5 he was piloting crashed soon after take-off. The wallet, with the money and crucifix inside, was in Melka's possession at the time of the crash.

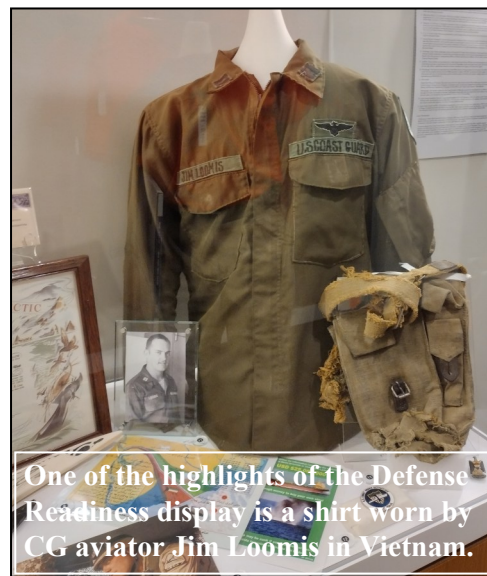
wallet, money and a crucifix carried by Melka when his Loening OL-5 crashed on 10 November 1929....a tangible connection to the past.

Another case covers migrant interdiction and border security. It features the logbook and flight plans as well as maps and charts used by AVDET Key West during the Mariel boatlift in 1980. It also contains a hand sketched map of Mobile Bay, circa 1917, by aviator Philip B. Eaton. Of note are the areas he felt might be of interest to German U-boats.



Coast Guard Aviation Detachment (AVDET) Key West came into being on 20 May 1980 and grew into an "ad-hoc" air station — one of the busiest in Coast Guard history — significantly contributing to the successful response to the Mariel exodus.

The most prominent artifact displayed in the case highlighting Vietnam operations and defense readiness is a shirt worn by Jim Loomis, Aviator 1179, while serving with the 37<sup>th</sup> ARRS, featuring the famous "Jolly Green" patch.



One of the highlights of the Defense Readiness display is a shirt worn by CG aviator Jim Loomis in Vietnam.

The display dedicated to Search and Rescue holds Ptero CAPT Patti McFetridge's, Aviator 2770, Distinguished Flying Cross, a signed float used in Katrina by Air Station New Orleans, and a number of items utilized by Avionics Electrical Technician and Flight Mechanic Ashlee Leppert during Hurricane Harvey. Also on exhibit is a message block from the 1950s. Alongside the artifact you can see the reproduction message telling the distressed vessel that a boat from Station Great Egg was enroute to provide assistance. The note included the helicopter's number, which was an HO4S (H-19), likely from CGAS Cape May, or Brooklyn. Perhaps the most poignant part of the display are a mask and fins. These were worn by AST2 Eric Sciubba, a rescue



# AIR STATION BORINQUEN

[www.uscg.mil/d7/airstaBorinquen](http://www.uscg.mil/d7/airstaBorinquen)  
[www.Borinquenbeacon.com](http://www.Borinquenbeacon.com)



**Coast Guard Air Station Borinquen**, strategically located in Aguadilla, Puerto Rico, stands as the Coast Guard's sole air station in the Caribbean. Its vast Area of Responsibility (AOR) spans 1.3 million square miles, encompassing 18 sovereign nations and territories. From this vital hub, **Air Station Borinquen** executes a wide range of missions, from search and rescue and law enforcement to disaster response and international partnership-building. Operating in this diverse and expansive AOR presents unique challenges, requiring adaptability, strong partnerships, and a commitment to excellence.

The core mission of **Air Station Borinquen** is to ensure the safety, security, and prosperity of the Caribbean region. This includes responding to maritime emergencies, interdicting drug trafficking and illegal migration, supporting law enforcement partners, and providing critical support during natural disasters. The challenges are significant, including responding to the ever-present threat of hurricanes, combating transnational criminal activity, and maintaining strong relationships with partner nations.

In 2024, **Air Station Borinquen** achieved significant operational milestones. Crews conducted 156 Search and Rescue (SAR) missions, resulting in 23 lives saved and assistance provided to 341 individuals. The unit also executed 12 law enforcement cases, interdicting 165 migrants and seizing 1,239 kg of cocaine, with an estimated value of \$36 million. These successes underscore the air station's vital role in safeguarding the region.

Operational Statistics	FY24
Lives Saved	23
Lives Assisted	341
Migrants Interdicted	165
Contraband Seized	\$36 Mil
LE Cases	12
SAR Cases	156

Key partnerships are crucial to **Air Station Borinquen's** success. In 2024, the unit strengthened collaborations with several agencies, including the Puerto Rico Police's Fuerzas Unidas de Rápida Acción (FURA), Customs and Border Protection (CBP), the Air and Marine Operations (AMO), and the Army National Guard. Joint training exercises, such as comprehensive water rescue drills with the Army National Guard, enhanced interoperability and readiness. Collaboration with HMS Medway, a Royal Navy vessel, honed shipboard helicopter operations proficiency for both crews. These partnerships are essential for effective mission execution in the complex Caribbean environment.

**Air Station Borinquen** recognizes the importance of community engagement and transparent communication. In 2024, the unit supported 15 aviation outreach events, reaching over 12,000 attendees. These events showcased the Coast Guard's lifesaving mission and fostered positive relationships with the

local community. The Public Affairs team effectively communicated the air station's activities through press releases, safety advisories, and social media, reaching over 1 million social media users and millions more through national news coverage. This proactive approach kept the public informed, particularly during heightened hurricane activity.

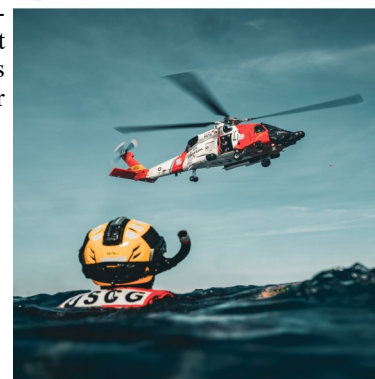
Notable events in 2024 included the air station's critical role in responding to and informing the public about Atlantic hurricane activity. The unit also hosted six VIP visits, including a visit from Democratic Minority Leader, Congressman Hakeem Jeffries, further solidifying its prominence in the region.



Tragically, **Air Station Borinquen** mourned the loss of a valued shipmate, AST1 Phoenix Hanna, Rescue Swimmer #884, who served with distinction for over six years. The air station honored his memory with a heartfelt tribute and a commemorative video, recognizing his dedication and service.

As **Air Station Borinquen** looks ahead, it remains steadfast in its commitment to the safety, security, and prosperity of the Caribbean region. The unit's dedication to mission excellence, strong partnerships, and community engagement ensures that it continues to serve as a vital asset in the region. Semper Paratus!

Article by Ptero LT Alberto Raymond, Aviator 5142.





**Mail Call!** This issue's mail is brought to you by HU-16E CGNR 1243 on the ramp at Air Station Brooklyn in 1967.

### An Unusual Flight

Peggy and I were entertained at a family dinner on 22 February in honor of my 94th birthday. After dinner, the young people were invited to ask pertinent personal questions. My detailed personal responses were important and provocative. But, sadly, judged too personal for wider display except for this one: "What was your most interesting/scary/ hard to solve problem in flight?"

Once you have flown into the storm time and again to help someone, the storms begin to look alike. This one had no storm at our location, just some nasty problems with Guam's location, weather and high winds at altitude.

We had flown a C-123 cargo plane from Guam to the Philippines in the early 1970's to have it washed, buffed and waxed (at a cost of 1/10th of the cost in Guam.) We now faced a ten hour flight home after the work was done. Sunday evening it was time to go home. Guam's runways were built facing into the southerly prevailing winds. A typhoon's crosswinds could be unpleasant. So, we were heading home to a destination that had few options for crosswinds and few nearby alternate airfields. The NAS we were at had one satellite picture of the Pacific sent from Hawaii HQ early in the morning. (Pathetic by today's standards) It showed a developing low pressure down by Yap (my preference as an alternate airfield.). I drew a line on my enroute map and the course. BTW, we had a number of shipboard officers with us to go shopping in the Philippines. (A cargo plane is optimum for shoppers.)

Our ground speed was normal for climb out and the first several hours of flight. Then the ground speed started dropping off as computed by our loran fixes; which ate into my fuel reserves. CDR Slip Connor, Aviator 785, was my copilot and flying in the C-123 for a first tour. It became obvious to me that if I continued on my course to Guam, that I might have something that no one on the plane wanted, a Command at Sea. (A joke by land plane pilots.) I probably couldn't make it to Guam. Yap was an unknown option based on the weather briefing. Our headwinds could only be explained by the tropical disturbance strengthening to a typhoon (Ugly Olga) and heading north for Guam. I declared an emergency to Guam Radio, and said that I was going to Yap.

I then called Yap Loran to tell them to hot foot it to the airfield, put those black flare pots on the white spots painted on the side of the runway and to light them. (it never hurts to be thorough) and that I'd be there eventually. We broke out into a beautiful tropical night. We saw the flare pots at 30 miles at 8,000 feet altitude The officers in the back kept their raincoats on however (Did I mention that the C-123 was an old airplane that leaked?) To shipboard officers, leakers are sinkers, and not good.

We landed uneventfully but a little light on fuel. When we shutdown and disembarked our passengers, I swear some of them kissed the ground. There was a consensus that, if there was a place on Yap that served booze, we all were going there and the flight crew drank for free. There were several. We flew home the next day.

The flare pots, the painted placement spots were all the results of our Ops Officer Ptero Dave Irons', Aviator 757, work. My Admiral in the First CG District, a former head of Officer Personnel in HQ, said that Dave Irons had the best fitness report file that he had ever seen. I

hope that my boss and I contributed to that file.

Please forgive a 94th birthday story.

Ptero Bernie Hoyland, Aviator 714

### Sector/Air Station Humboldt Bay

Enjoyed reading the Humboldt Sector article and the variety of missions. Reminded me of a time I got diverted from an HH-52A training flight to find a kidnapper who was in the general Arcata area. We had a rough description of the vehicle and proceeded to check out the few roads and parking areas in the mostly wooded and hilly terrain. I saw a vehicle in a nearly vacant parking lot so decided to take a closer look. Circled it a few times and all of a sudden the driver got out of the car and took off running. Couldn't positively identify the vehicle or driver but it looked suspicious. There were no law enforcement assets nearby, so I landed in the parking lot and sent the flight crewman to check it out. He discovered the kidnapped person in the trunk of the car. Minutes later, law enforcement arrived on scene and took custody of the victim. She was okay, but I wonder how she would have fared in this deserted parking lot if left there overnight. Don't know if the kidnapper was ever caught.

Regarding AirSta Arcata: I was on the pre-commissioning detail in '66 as the prospective XO. We had no planes as we were busy standing up the newly constructed Air Station. Bob Williams was the prospective CO and he put me in charge of the ceremonies for commissioning, assumption of command and dedication of the main building to LCDR Donald Prince. The local VIPs and Prince's family attended. We had nice weather and everything went off without a hitch. Later on, we absorbed Group Humboldt Bay; so, I ended up wearing two hats: AirSta Arcata XO and Deputy Group Humboldt Bay Commander.

Had I attended the roost, you would have had one more Ptero with a number less than 1,000.

Ptero Dick Zins, Aviator 957

### Hall of Honor Thanks

To the members of the AOP ..... **THANK YOU!!!**  
 From all of the family of ADC Gus Jablonski, Thank You for the honor, for the recognition, for the remembrance. This award and its display will be forever etched in our minds and hearts.  
 Steve Jablonski , son  
 Linda Jablonski , daughter in law  
 Michael Jablonski , grandson  
 Stephan Jablonski , grandson  
 Kaylee Jablonski , great granddaughter  
 Layla Paige , great great granddaughter  
 Shane Carchidi-Jablonski , great grandson  
 Ptero Steve Jablonski, P-2626

**'Guardians of the Graveyard of the Atlantic' by Ptero Past Prez CAPT George Krietemeyer, Aviator 913, USCG (ret) '59 with SAR case research by Ptero CAPT Sean Cross, Aviator 3321, USCG (ret) '94 will be published in the fall of 2025**

Above and Beyond—Six extraordinary aviation rescues along the East Coast highlight the risks pilots frequently take to save lives in this excerpt from a new book by author CAPT George Krietemeyer '59. Following is a short excerpt (Reprinted with permission of the author and the CGA Alumni Association BULLETIN, April/May 2025).

"Greater love has no one than to lay down one's life for his friends"- John 15:13

Each year, the Coast Guard responds to approximately 20,000 Search & Rescue cases and saves over 3,500 lives and over \$77 million dollars in property damage. Safety of lives at sea is the primary mission of the 43,000 active duty, 8,000 reservists and

over 30,000 auxiliaries who serve in the US Coast Guard. They live by their motto ALWAYS READY, SO THAT OTHERS MAY LIVE. They often “go out” when others are “coming in.”

The men and women who serve at CGAS Elizabeth City, NC are typical of others at SAR units across the country. They are primarily focused on operating their aircraft safely during their daily flights. Sometimes they are called upon to risk their lives while engaged in saving others quite often when the weather is absolutely hostile. The following examples will provide you with some idea of what these search and rescue personnel experience on a frequent basis.

**Rescue #1**

**SITUATION** – On 14 November 1968, the fishing trawler NAPEAGUE requested assistance in removing personnel from the vessel due to 25-foot seas and 40-50 knot winds while the vessel was two miles south of Hatteras Inlet, NC. At 0545 the situation worsened when the bridge windows were knocked out and a heavy cargo of fish shifted causing the vessel to take on water.

**RESPONSE**–CGAS Elizabeth City launched an HU-16 Albatross amphibious aircraft and an HH-52 single engine helicopter to the scene. On arrival, the captain asked that the helicopter remove 13 of his 16 people for their safety and to lighten the load on his vessel.

**CREW** – HH-52 Aircraft Commander-LCDR Billy E. Murphy '45, Co-pilot - LTJG Kenneth W. Stallings, Flight Mechanic/hoist-operator - AD1 William L Thiedeman.

**OPERATION** – Despite 40-50 knot winds, 25-foot seas and blowing sea spray which hampered visibility, LCDR Murphy skillfully maneuvered the helicopter into position for hoisting and hovered over the stern of the sinking vessel. Flying backwards and simultaneously changing heading to maintain his position over the stern he enabled the hoist operator to skillfully lower the basket even though the vessel was drifting downwind and wallowing in the trough. The vessels crew panicked, and they rushed towards the basket each time it arrived on deck. Petty Officer Thiedeman patiently waited until only one man was in the basket before bringing them into the safety of the helicopter. After he removed nine crew members from peril the vessel was able to enter a safer location. A US Marine Corps helicopter removed the remaining crew members and took them safely ashore.

**AWARDS** – LCDR Murphy received the Distinguished Flying Cross. LTJG Stallings received the Coast Guard Commendation Medal. AD1 Thiedeman received the Air Medal.



Coast Guard Air Station Elizabeth City is a United States Coast Guard Air Station located at the Elizabeth City Naval Air Station, Elizabeth City, North Carolina. It is the primary base for the operations of the Elizabeth City Air Station. It is the second largest Coast Guard aviation base with a population of about 200 military personnel. The Coast Guard air station is also the home of the Coast Guard Aviation Association. The Coast Guard Aviation Association is a non-profit organization that provides support and resources to Coast Guard aviators and their families.

**Coast Guard Artwork For Sale** Renowned CG Artist Bryan Snuffer is offering several of his beautiful creations, such as the one pictured above (‘Air Station Elizabeth City’), for sale. View [www.bryansnufferart.com](http://www.bryansnufferart.com) for more info or email [bsnuffer@comcast.net](mailto:bsnuffer@comcast.net) or call 1-616-607-6038.

**Photos Needed**

Each year, at our Roost Banquet, we have a moment where we honor those that have recently passed. For those that have not attended a recent Roost, the ceremony begins with Ptero Steve Goldhammer #1207, our Ancient Scribe, reading the Airman’s Prayer. This is followed by Steve reading the names of those who have departed. While he reads each name, a slide with the person’s name and photo(s) are shown, followed by a moment of silence while a bell is wrung. This is a sample of the slide:



This makes for a very good memorial. However, if we don’t have photos available, the slide looks like this:



Obtaining photos of deceased members is often very difficult. Imagine your grief-stricken, loved one having to find some photos for us at that moment in their lives. They really don’t need that!

Please log onto your ‘Members Only’ portion of our website, [aoptero.org](http://aoptero.org) (at the bottom). Click on ‘Member Profile Update.’ From there, click on the ‘View Profile/Edit Profile’ choice. You can then load a ‘headshot’ into your profile. If you already have a photo there, you may load more photos into your account. The more photos, the better. Scroll down to ‘Bio and additional photos’ and click ‘Edit’ to the right of Member Directory. You can then add several more photos. Ideally, we would like to have at least one good photo of you in uniform from when you were on active duty. One of you and your spouse would be nice. Then one in later life, as we would recognize you in the present day, would be great.

Doing this now, while checking the accuracy of all the other information, would be very helpful. Thanks!  
Ptero Jay Crouthers, Aviator 1360

**Ptero Paul Langlois, Aviator 1954, Remembrances**

My dear friend and our fellow Board member CAPT Paul Langlois’s story is an amazing story of an almost superhuman effort against an unbelievable number of physical setbacks...including a heart transplant and quadruple amputations  
See REMEMBRANCES on P. 19

# Annual AirSta Houston 'Homecoming' Held

By Ptero Tony Hahn, Aviator 3158

A fantastic day at the Coast Guard Air Station Houston Homecoming on 1 May. Houston Alumni and the Air Station team enjoyed an amazing Crawdad Boil.

Air Station CO, Ptero CDR Jeff Jacobs, Aviator 3846, recognized three recent Basic Aircrewman Qualifications for AMT3 Sammy Mills, AST3 Kevin Lotzer, and AST1 Kevin Williams. CGAA provided each member Basic Air Crewman wings, some cool CGAA Swag and a one year membership to CGAA.

AST2 Louis Martinez was recognized for his exemplary work by the EO, Ptero LCDR Andrew Breen, Aviator 4513. As the full 2.1 gallons from the secondary hydraulic system leaked onto "Cool Hand" Louis, he calmly reported the situation, mitigated the fluid flow, and assisted the pilots for a seamless recovery of the aircraft back to the Air Station.

The CGAS Houston Homecoming is annual event sponsored by CGAA with CGAS Houston Volunteers doing the legwork to make this such a great day. Huge thanks for LT Sigvard "Trey" Johnson, Aviator 5177, LT Conner Merek, and Crawdad Boil Guru Jason Duhe, for all their effort making this such a great day!



'Ancient AI' FROM 4 of lives, interdicted billions of dollars' worth of illegal narcotics, surged in support of countless natural disasters, and stood the watch undeterred. The Coast Guards' motto reflects our commitment to being prepared for all missions and situations, ready to respond to calls for help 24/7, 365 days a year. The men and women who make up our aviation community exemplify this on a daily basis, and I look forward to serving and advocating for them and Coast Guard aviation.

RADM Bartz, thank you for your leadership and dedication to the Aviation Community, "I have the controls" my friend. Semper Paratus!

RADM Carola (CJ) List  
Ancient Albatross #28  
Aviator # 3198



The 'Ancients:' Ancient Trident #2 (MSTCM Ann Logan) (L), Enlisted Ancient AI #16 (AETCM Shawn Burns), Ancient Keeper (BMCM Christopher Hinote), Ancient AI #28 (RADM List), Ancient AI #27 (RADM Bartz), & Ancient AI #26 (RADM Mel Bou-boulis. (CG photos by PO1 Jonathan Lally)



RADM Bartz briefs the crew as RADM List observes.



Ancient AI #27's last flight, with Ancient AI #28.



The 'Official Handoff,' with the Acting Commandant, ADM Kevin Lunday's, blessing.

## 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.

**After years of hard work, we can now report that we have coordinators in ALL locations!**

**Gary Gamble, at Mobile, is traveling a lot in his later retirement years and has requested a younger person to relieve him. Anyone in the Mobile area that would like to step up, it is a very exciting place to be involved in Ptero activities. Please volunteer.** 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 Broderick Johnson, P-5068, at 808 225-2363 or email [broderick.w.johnson@gmail.com](mailto:broderick.w.johnson@gmail.com).

### CGAA CHAPTER COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Doug Kaup	<a href="mailto:dkaup@charter.net">dkaup@charter.net</a>	415 599 5145
Atlantic City	Dale Goodreau	<a href="mailto:dgoodreau1@comcast.net">dgoodreau1@comcast.net</a>	609 390 4329
Barbers Point	Ronny German	<a href="mailto:Ronny.w.german@gmail.com">Ronny.w.german@gmail.com</a>	808 349 2990
Borinquen	Doug Armstrong	<a href="mailto:doug@ratio.com">doug@ratio.com</a>	340 643 2151
Cape Cod	Will Mathews	<a href="mailto:helowill95@gmail.com">helowill95@gmail.com</a>	252 202 2323
Clearwater	Mark D'Andrea	<a href="mailto:mark.j.dandrea@live.com">mark.j.dandrea@live.com</a>	727 288 6679
CG Academy	Chris Lutat	<a href="mailto:clutat@aol.com">clutat@aol.com</a>	901 830 0939
Corpus Christi	John Pasch	<a href="mailto:paschfam@gmail.com">paschfam@gmail.com</a>	504 236 6562
Denver/C Springs	Tim Tobiasz	<a href="mailto:tobiascg@mac.com">tobiascg@mac.com</a>	504 470 5040
Detroit	Rick Hamilton	<a href="mailto:rickleehamilton@gmail.com">rickleehamilton@gmail.com</a>	248 807 3648
Elizabeth City	Keith Overstreet	<a href="mailto:sobrecalle@hotmail.com">sobrecalle@hotmail.com</a>	540 405 3236
Houston	Tony Hahn	<a href="mailto:tony.hahn@aoptero.org">tony.hahn@aoptero.org</a>	703 220 6582
Humboldt Bay	Zoran Sajovic	<a href="mailto:zoransajovic@msn.com">zoransajovic@msn.com</a>	337 849 4713
HITRON	Kevin Gavin	<a href="mailto:kpgavin5@gmail.com">kpgavin5@gmail.com</a>	904 808 3507
Kodiak	John Whiddon	<a href="mailto:jbwhiddon52@gmail.com">jbwhiddon52@gmail.com</a>	907 942 4650
Memphis	Steve Rausch	<a href="mailto:rauschfamily@comcast.net">rauschfamily@comcast.net</a>	901 871 4702
Miami	Paul Sumner	<a href="mailto:sumner343pb@gmail.com">sumner343pb@gmail.com</a>	954 536 3065
Mobile	Gary Gamble	<a href="mailto:gary.e.gamble@gmail.com">gary.e.gamble@gmail.com</a>	251 604 5877
New Orleans	Jake Korn	<a href="mailto:jakekorn2@gmail.com">jakekorn2@gmail.com</a>	305 302 5419
North Bend	Lance Benton	<a href="mailto:lancebenton@me.com">lancebenton@me.com</a>	541 756 6508
Pensacola	Kevin Marshall	<a href="mailto:kevinandmaryliz@yahoo.com">kevinandmaryliz@yahoo.com</a>	251 776 3914
Port Angeles	Eric Moan	<a href="mailto:eric.moan@gmail.com">eric.moan@gmail.com</a>	360 797 5406
Sacramento	Steve Delikat	<a href="mailto:stdelikat@hotmail.com">stdelikat@hotmail.com</a>	916 218 9321
Salem	Paul Francis	<a href="mailto:paul.francis@tsa.dhs.gov">paul.francis@tsa.dhs.gov</a>	617 721 0639
San Diego	Stuart Hartley	<a href="mailto:stuart@stusart.com">stuart@stusart.com</a>	619 316 8733
San Francisco	CDR Ryan Ramos	<a href="mailto:ryan.r.ramos@uscg.mil">ryan.r.ramos@uscg.mil</a>	530 701 6744
Savannah	Todd Lutes	<a href="mailto:toddlutes@gmail.com">toddlutes@gmail.com</a>	954 279 9712
Sitka	John Leach	<a href="mailto:John.m.leach@icloud.com">John.m.leach@icloud.com</a>	252 202 4021
Traverse City	Curt Erickson	<a href="mailto:curtis_erickson@hotmail.com">curtis_erickson@hotmail.com</a>	228 235 9237
Ventura	Pete Heins	<a href="mailto:k1fjm@aol.com">k1fjm@aol.com</a>	805 796 6693
Washington	Joe Kimball	<a href="mailto:joekimball65@gmail.com">joekimball65@gmail.com</a>	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 Pteros have volunteered to assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers.

**JIM McMAHON, SHELL OIL COMPANY (Ret):** Jim 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](mailto: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](mailto: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](mailto:paul.francis@tsa.dhs.gov) or 617-721-0639.

**STEVE RAUSCH, CDR USCG, (Ret):** Steve currently flies the Airbus 300 for FEDEX, and is our Memphis, TN Chapter Coordinator. He is available to discuss with both pilots and aircraft maintenance personnel potential airline hiring opportunities. FEDEX is now actively recruiting both pilots and maintenance personnel. Steve can be reached at: [rauschfamily@comcast.net](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:JackSantucci84@gmail.com) or 561 267 2522.

**MARK CREASEY, CAPT USN (Ret):** Mark is a retired Navy P-3 pilot and proud CGAA member. He works at Lockheed Martin in Arlington, VA, as Director of Govt. 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](mailto: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](mailto: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](mailto: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](mailto: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 Voce President. He has extensive experience in commercial, consumer and residential lending. Tom lives in Fletcher, NC and can be reached at [paligraf@comcast.net](mailto: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](mailto:c130pilotgirl@gmail.com) or 727-235-8360

**TONY HAHN, CAPT, USCG, (Ret):** Tony is Aviation Advisor for ConocoPhillips doing Quality and Safety Assurance for both internal and external operations. He is type rated in the Q400, DeHavilland DHC-8. VP, Development for CGAA, Houston Chapter coordinator, and Secretary of Houston Chapter of NOAA. Tony can be reached at [tony.hahn@aoptero.org](mailto:tony.hahn@aoptero.org) or 703 220 6582.

**CDR PETER M. BRODA USCG (Ret):** Immediately after retirement in 2011, Peter went to work as a line pilot, Site Safety Officer and Base Aviation Manager for Med Trans Corp, one of the largest helicopter EMS providers in the U.S. He can assist pilots or mechanics transition from the Coast Guard into the air medical industry. Peter can be reached at [peter.broda@gmr.net](mailto:peter.broda@gmr.net) or (609)342-3416.

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: [mebmd11@gmail.com](mailto:mebmd11@gmail.com)**

## LOCAL CHAPTER ACTIVITIES

### CG Air Station Ventura Awards Presentation By A/S Ventura Chapter Coordinator Pete Heins, Aviator 1504

On 24 April, CGAS Ventura/Pterodactyl Chapter Coordinator, Pete Heins and Ptero Tom Sechler, Aviator 1795, who reside in Ventura County, attended an Air Station Ventura Awards Presentation to honor various Air Station personnel for their hard work over the preceding months, including for efforts during the Air Station commissioning Ceremony held in November 2024. Pete Heins presented Rescue Swimmer, AST3 Josh Law, with Pterodactyl Aircrew Wings & Rescue Swimmer Wings, One Year Pterodactyl Membership, certificates, and various baggage tags & Ptero Rescue Swimmer decals. On behalf of the Air Station, ASTC Andrew Stover, also presented AST3 Law with a leather flight jacket for his efforts in becoming Aircrew & Rescue Swimmer qualified.

An additional four new qualifications as MH-60T Aircrew were also presented at the Awards Presentation to personnel who had previously been MH-65 Aircrew at Forward Operating Base Ventura or other MH-65 Units.

Operationally, SAR Case Awards were presented to LCDR Jason Condon, Aviator 4295, LT Sam Hutchinson, Aviator 4945AST2 Ian Granski, & AMT2 Brennan Burns, who crewed MH-60T CGNR 6055 for a Medevac of a diver, some 20 miles offshore on 17 October 2024.

SN Wootton, an Air Station member assigned to the Medical Dept., skillfully coordinated the Flight Physical Program for more than six months to ensure that Unit Members maintained current Flight Physicals. SN Wootton received a Letter of Commendation before departing the unit to attend HS School.



On behalf of the CGAA, Pete Heins (L), presented AST3 Josh Law, with MH-60T Aircrew Wings and Rescue Swimmer Wings. Specially produced by the CGAA under contract, the reverse side of the wings feature a CGAA logo and space for the Awardee's Wings number to be inscribed. (LT Eastman photo)

A Meritorious Team Commendation was presented to the personnel who had prepared the Hangar and special arrangements for the VIP attendees for the CG Air Station Commissioning Ceremony. The ceremony's two project officers, LCDR Treston Taylor, Aviator 4643, and LT Robert Goods, were specifically recognized for their efforts with Letters of Commendation.

Additionally, CWO2 Justin Gozzard, AMTC Travis Kent, and AMT1 Ryan Bedford were recognized for their outstanding efforts during the Aviation Engineering Department's Standardization Team visit and inspection.

NOTE: To encourage Unit Members to become members of the Pterodactyls/CGAA, Pete Heins briefly mentioned reasons to join the organization, including Post-Coast Guard Aviation Advisory Services Mentoring Program, and also promoted the current CGAA reduced Membership Dues cost.

Thanks to CO, Ptero CDR Amanda Sardone, Aviator 3930, and Flight Services Officer/PAO, LT Kirk Eastman, Aviator 5263, for inviting local Pterodactyls/CGAA to participate in the Awards Presentation.



**AST3 Josh Law basks in his newly presented CG Air Station Ventura Flight Jacket. (LT Eastman Photo)**

**CGAA Wing Project Update  
By Ptero Jay Crouthers, Aviator 1360**

The CGAA Wing Project continues to be a huge success! All the Air Stations have their supply of Wing Kits and several have had to reorder having already awarded all their initial supply.

Here's a photo of the latest awardees at AirSta Savannah, Submitted by Ptero Todd Lutes #3142. AMT3 Faith Gosselin (L), AMT3 Jerry Anson and CO AirSta Savannah, Ptero CDR Meagan Schwartz, Aviator \_\_\_\_.

If anyone wants more information or to help with this project, please contact me at [jay.d.crouthers@aoptero.org](mailto:jay.d.crouthers@aoptero.org) or call me: 410-279-4221.



**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 [ccjwblbs@comcast.net](mailto:ccjwblbs@comcast.net) or 508 888 7384.

**CORPUS CHRISTI:** Monthly luncheon. First Thursday of the month at 1500. IHOP on Padre Island Drive. For more info, contact luncheon coordinator John Mills at 361 215 6941 or Corpus Christi Chapter Coordinator John Pasch at [paschfam@gmail.com](mailto: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 [jwhiddon52@gmail.com](mailto:jwhiddon52@gmail.com) or 907 942 4650.

**MIAMI:** Breakfast every 2nd Tuesday at 0830. Lester's Diner, 1393 NW 136th Ave, Sunrise, FL



**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](mailto:curtis_erickson@hotmail.com) or 228 235 9237.



**Severe Weather Causes Service Academy Flight Team Competition Cancellation For The Second Year In A Row!  
By Ptero Phil Volk, Aviator 1644**

For the second year in a row, severe weather in the vicinity of Stewart International Airport (KSWF) in eastern New York, home to host team West Point's flight operations, caused cancellation of the annual Service Academy Flight Team Competition between Army, Navy and Coast Guard over the weekend of April 11 -13.

The CGA Cadet Flight Team Head Coach, Ptero LCDR Lauren Smith (#4489), along with Army and Navy's

Head Coaches had to make the tough decision to cancel the year's capstone flight team competition due to a KSWF TAF that called for severe weather. As it turned out the actual weather brought IFR conditions across the region to include 3" of snow in the West Point head coach's backyard!

Doubling the CGA team's disappointment was the opportunity for graduating First Class Cadet team members Team Captain Riley Vicinanza, Marcy Silberger and Laird Strand to regain the championship team trophy CGA won in 2022 when they were Fourth Class cadets. This was the first and only time another Academy's flight team has taken the trophy from West Point since the competition started in 2014.

Ironically, CGA's team enjoyed reasonably good weather at our home field - Groton - New London Airport (KGON) - during the late fall and winter practice months; times

when the New England weather can offer few weekends with VFR conditions that favor the team's strict limits on flight operations.

Ensigns Vicinanza and Strand will head to flight training this fall, while Ensign Silberger will head to a cutter for her first tour. They leave behind a strong team of ten underclass cadets who thank LCDR Smith for her leadership the last three years and wish her the best as she returns to flying at CGAS Savannah.

The CGA Flight Team and Coaches/Pteros Greg Case (P-5872 and Head Flying Coach), Chris Lutat (#2686), Dan Burbank (#2672) and Phil Volk (#1644) continue to thank both the CGAA and CGA Alumni Association for their continuing support of Flight Team and Aviation Club activities. FLY COAST GUARD!



## Naval Aviation Hall of Honor

By Ptero Past Prez George Krietemeyer, Aviator 913



The United States Naval Aviation Hall of Honor is located at the National Naval Aviation Museum in Pensacola on the second deck. It recognizes individuals “who by

their actions and achievements made outstanding contributions to Naval Aviation”. Since its inception in 1979, the Hall of Honor has enshrined 99 people representing every element of the Naval Aviation family-US Navy, US Marine Corps and US Coast Guard.

### TWIRLEY BIRD PIONEERS

CAPTAIN FRANK A. ERICKSON, USCG was inducted in 1990-his plaque reads as follows:



Graduated from Coast Guard Academy in 1931. Designated Coast Guard Aviator in 1935. A pioneer in helicopter development. He was among the first to realize its potential for Naval and Coast Guard aviation. Made the original recommendations for the use of helicopters in lifesaving, law enforcement and as the eyes and ears of convoy escorts. Designated Coast Guard's first helicopter pilot and established the training program for Coast Guard flight and ground helicopter crews. First to pilot a helicopter in a rescue mission and first to perform rescues at sea from a helicopter. Credited as the man most responsible for the practical operation of helicopters from ships at sea. Developed power hoist for rescue use and the first helicopter flight stabilizer and inflatable pontoons. Recognized throughout the world as a pioneer and innovator in operational helicopter employment.

COMMANDER STEWART R. GRAHAM, USCG was inducted in 2004 – his plaque reads as follows:

Receiving his wings as an enlisted pilot pioneered the introduction and de-

velopment of rotary wing aircraft in Naval aviation. As the Coast Guard's second helicopter pilot, laid the groundwork for the shipboard operation for helicopters at sea in flights from the British freighter DAGHESTAN during a transatlantic convoy in World War II, subsequently perfected the technique employed by helicopters in search and rescue role. Performing both the first night helicopter medical evacuation and night hoist pick-up, helped shape the future of anti-submarine warfare by experimenting with and instructing fellow helicopter pilots in the techniques of employing dipping sonar for the detection of submerged submarines, which in ensuing years became a central weapon in Cold War operations against the Soviet Navy. A leading figure in the development of rotary wing aircraft whose dedication and perseverance insured a prominent role for the helicopter in peace and war.

The next issue of the PTEROGRAM will feature CDR Elmer F. Stone and CAPT Donald B. MacDiarmid, the fixed wing pilots enshrined in the Hall of Honor.



## Ptero Past Prez Mont Smith's, Aviator 1520, Book for Sale

My book, “Going Out When Everyone’s Coming Back,” has been published by Kindle and is available as an ebook, paperback, or hard cover at the Amazon Kindle store. The cover design is based on a painting by artist Brian Snuffer.

This book is a collection of stories that span my 20-year career in CG Aviation. During that time, I served at six large air stations, one twice. I was intimately involved in several major deployments around the globe, including Caribbean counter-drug Operations Buccaneer and Wagon Wheel, the Cuban refugee “boatlift” exodus, and the Exxon Valdez disaster. I was proud to have established CG Aviation Detachments at NAS Key West (1980) and NAS Guantanamo Bay (1981), which provided a blueprint for aviation support of subsequent major disaster response efforts. The book culminates in my three-year command of Air Station Kodiak during a period of demanding efforts in Search and Rescue, law enforcement, and logistics. Readers will be able to comprehend the complexities of the new HH-65A and HU-25A aircraft, and the reliability of the old workhorse HC-130 and HH-3F. I hope you will enjoy the book and recommend it to friends and family.

Interested Pteros can select the ebook for \$9.99, the paperback for \$26, or the hard cover for \$62.00 directly from Amazon. I can offer an “author’s price” on the hard cover. Simply send me a check for \$45 to cover mail costs, along with your address, and I will mail the book to you. My home address is 105 Bee Creek Court, Georgetown, TX 78633. I think Pteros young or old will enjoy the book! **All proceeds will be donated to our CGAA.**





## 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 when they achieve their aircrew wings 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 Rodrigo P. Ayesta-Guillen	Miami	AET3 Nicholas A. Esquivel	Humboldt Bay
AET3 Dawson R. Gannon	Sitka	AET3 Timothy F. Gotshall	Sitka
AET3 Bryce P. Halverson	Houston	AET3 Dlyan M. King	Traverse City
AET3 Brendan E. Mackey	Atlantic City	AET3 Shane M. Matthews	Cape Cod
AET3 Niall D. Shannon	San Diego	AET3 Isaac D. Solis	Astoria
AET3 Charles A. Walker	Savannah	AET3 Benjamin A. White	Detroit
AET3 Liam A. Zell	HITRON	*AET3 Zakaarya Bentameur	Kodiak
AMT3 Andrew L. Bonnayer	Corpus Christi	AMT3 Erick A. Casas	Miami
AMT3 Cyrus J. Champey	Sitka	AMT3 Jackson E. Combs	Sitka
AMT3 Connor J. Everett	Houston	AMT3 Ty P. Farhner	Elizabeth City
AMT3 Justin T. Gaudreau	Mobile	AMT3 Jackson C. Huffman	Traverse City
AMT3 Pablo R. Kuchno-Rodriguez	HITRON	AMT3 Andrew R. Page	Cape Cod
AMT3 Dylan A. Rentz	Elizabeth City	AMT3 Wyatt J. Ritter	Astoria
AMT3 Dane A. Wilson	Clearwater	*AMT3 Warren M. Fisher	Kodiak
AMT3 Pedro A. Abrante Heredia	Mobile	AMT3 Ethan R. Carter	Kodiak
AMT3 Keith D. Czifra	Cape Cod	AMT3 Benjamin R. Johnson	Clearwater
AMT3 Nathan S. Kesinger	Elizabeth City	AMT3 Ethan R. Kester	San Diego
AMT3 Brooks R. Nelson	North Bend	AMT3 Felipe E. Oliveira	Kodiak
AMT3 Aaron C. Reger	Kodiak	AMT3 Austin J. Rowe	Kodiak
AMT3 Jesse T. Sullivan	Clearwater	AMT3 Justin M. Taylor	Miami
AMT3 Macon A. Woodlief	Mobile	AMT3 Danilo Hernandez	Kodiak
*AMT3 Matthew B. Hammer	Astoria	*AST3 Brackin Stewart	Borinquen
*AST3 Nathan Christensen	North Bend	AST3 Christian Lower	Atlantic City
AST3 Benjamin Zeigler	New Orleans	AET3 Caleb W. Bateman	Kodiak
AET3 Liam G. Bloch	Atlantic City	AET3 Oscar J. Colbert	Kodiak
AET3 Andres G. Olmo	HITRON	AET3 Alan D. Gray	Mobile
AET3 Samuel W. Lewis	Borinquen	AET3 Timothy T. Mallender	San Francisco
AET3 Daniel J. McGrath, II	North Bend	AET3 Brianna A. Merchant	Barbers Point
AET3 Juan G. Perez-Salas	Corpus Christi	AET3 Riley J. Serra	Traverse City
AMT3 Garrison W. Precious-Gonzalez	Elizabeth City	AMT3 Olivia A. Sabin	Sacramento
AET3 Connor G. Smith Fleharty	HITRON	AET3 Aaron Suarez	Borinquen
AET3 Ryann C. Thomas	Elizabeth City	AET3 Erik R. Williamson	San Francisco
*AET3 Luke S. Wilcox	Kodiak	AMT3 Kodiak	
AMT3 Mark A. Harmonson	Clearwater	AMT3 Cameron A. Joseph	Sacramento
AMT3 Ryan H. Marcano	Miami	AMT3 Gabriel J. Martin	Atlantic City
AMT3 Jay B. Messer	Sitka	AMT3 Kyle R. Neyhart	Sacramento
AMT3 Brady B. Noriega	North Bend	AMT3 Jack L. Plhuta	Detroit
AMT3 Frankie Reyes	HITRON	AMT3 Steven A. Robles Carballo	Corpus Christi
AMT3 Carson M. Walker	Kodiak	AMT3 Shelden M. Wessoleck	Clearwater
AMT3 Marcus A. Williams	Mobile	*AMT3 Caleb J. Cipolla	Mobile
ANAMT Connor J. Wooliscroft	Clearwater	AMT3 Nicholas A. Beebe	Traverse City
AMT3 Aidan L. D'Addabbo	Mobile	AMT3 Tanner A. Diller	HITRON
AMT3 Hayden T. Grant	Corpus Christi	AMT3 Austin J. Gusman	Cape Cod
AMT3 Finley O. Litten	San Francisco	AMT3 Nathaniel C. Poe	Elizabeth 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>
5282	Brian Holmen	5283	Nicholas Betts
	New Orleans		Traverse City

## 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](mailto: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.

Our good friend, Ptero Jackie Gleason, Aviator 3316, has come up with a neat idea for a cloth nametag, like those worn on our flight suits. You can order them directly from Wings and Things, 3815 W Navy Blvd, Pensacola, FL 32507, 850-455-3081, wings-and-things.com. The cost is \$13.50 plus about \$5 for shipping.

The folks at Wings & Things have been very good to us in the past, donating all the leather Nametags for the deceased Coastie crews in the HH-52A #1426 and HH-3F #1486 museum displays.

Also, I'm still in need of an "assistant store manager." At 82, I'm thinking I won't be doing this forever and a much younger person should be trained to take over when I retire (croak). I promise you won't have to do much, but I want someone to know how the whole thing works since right now it is my secret.

Please email me at [jay.d.crouthers@aoptero.org](mailto: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.

**February 2025 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**



<u>CG Aviator #</u>	<u>Assignment</u>
5284 Howard Rittenhouse	Houston
5285 Matthew Stickell	San Francisco
5286 Kaitlyn Taylor	Elizabeth City
5287 Christian Lauffer	Cape Cod
5289 Jonathan Cox	Barbers Point
5290 Rachelle Mueller	Miami
5291 Clayton Forfinski	New Orleans

5292 Perry Cheney	San Francisco
5293 Sherri Helgoe	Miami
5294 Michael Gilmore	Atlantic City
5295 Miller Mott	Borinquen
5296 Gunnar Brodfuehrer	Barbers Point
5297 Nathan O'Brien	Humboldt Bay
5298 Cody Bellamy	Cape Cod
5299 Edward Walker	Mobile

**REMEMBRANCES from 12** ...and many other challenges. But like the military bicycling champion that he was, and the USCGA oarsman that he was, Paul fought hard...real hard. And his story was an inspiration to an incredible number of us. Paul earned a DFC during the rescue of the S/V Gale Runner off the coast of Washington in February 1997, and served as the CO of CGAS Savannah...among many other highlights. His career was long and distinguished.

Ptero Prez Peter Troedsson, Aviator 2551

Paul was amazing, humble, friendly, and the strongest person I've ever met.  
 Ptero Tony Hahn, Aviator 3158

I am greatly saddened by Paul's passing. I was fortunate to have had the opportunity to help Paul when he was inappropriately grounded by another flight surgeon and I helped him with an appeal to get back on flight status. I've had some wins and losses in my medical career. The privilege of helping Paul is of my best memories. He overcame more medical challenges than anyone else I know.  
 Ptero Dr. Arthur French, P-2592



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Service Academy Flying Competition Championship Trophy. USCGA won in 2022, the only time USMA has been defeated since competition started in 2014. See story on P. 16.



MAIL Pg. 11



Ptero Past Prez George Krietemeyer, Aviator 913, on a VIKING cruise on the RHINE river in May.



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Ye Ancient Scribe at the Arctic Cathedral in Tromso, Norway (69° 39' N) on a Princess cruise in June. I made a port call in Tromso in 1970 on CGC Southwind as part of IBSEC (later SHOPDIV; later POPDIV) Det. 11 from Mobile.

