



# PTEROGRAM

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

Sitrep 3-15 Fall 2015      AOP is a non profit association of active & retired USCG aviation personnel & associates

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### **Memorable San Diego Roost Held!!**



Our spectacular 39th annual gathering honoring the CO, Ptero CAPT Jonathan S. Spaner, Aviator 3273, and the men and women of Sector/AirSta San Diego was celebrated on 1-4 October! Committee Chairman, Ptero Frank A. Leamy, Jr., (P-2820), and his enthusiastic committee (Ptero Carl Levitz, P-2558, Ptero Wayne O'Donnell, Av. 3923, LCDR Susan Diekman, USCGR, and many others) are to be commended for their tireless efforts to ensure that every detail was covered.

Please see page 8 for coverage and our website, [aoptero.org](http://aoptero.org), for plentiful photos by Ptero Bob Powers, Aviator 1458.



### **Update on the Centennial of CG Aviation** By Ptero VADM (Ret.) John Currier, Aviator 1877, CGAA Coordinator for the USCG Aviation Centennial



**Coast Guard Aviation Centennial Mission Statement:**

*“To celebrate 100 years of distinguished aviation service by the men and women of the United States Coast Guard through historic aircraft restoration, public education, widely attended events and unit-based functions, all designed to recognize Coast Guard Aviation’s unique contribution to our Nation’s wellbeing.”* [See Centennial on P. 7]

## **DUES CURRENT ? — Please CHECK YOUR MAILING LABEL**

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS June 2015, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website

<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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*Enlisted Ancient Albatross*

ASTCM Clay Hill-ex officio

**PTEROGRAM** is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel.

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**A Message from 1777 (CGAA/AOP President):**

Greetings, Fellow Pterodactyls: I hope this edition of the Pterogram finds you all in good health and in good spirits as we approach the holiday season.

We just concluded a terrific Roost in San Diego, California, and I would like to thank Frank Leamy, Jr., son of Admiral Leamy and a United States Marine aviator for doing an absolutely exceptional job of planning that event. I would also like to thank Mr. Roy Vander Putten and Paul Langlois for making the first award of the "Victor Roulund Rescue Swimmer Meritorious Achievement Award" possible. We had four awardees: Ptero ASMCM (Ret.) Larry Farmer, Ptero ASTCM (Ret.) Joseph 'Butch' Flythe, ASMCM (Ret.) Darell Gelakoska, and ASTCM Thomas 'Buck' Beaudry. The Flight Safety Award went to LT Dan Crowley, A/S Houston; the Maintenance Award was earned by AMTC Joshua Vogan while stationed at A/S Barbers Point. Finally, the Rescue Awards were earned by two separate A/S Cape Cod crews for different SAR cases: Fixed Wing: LTs Jamison Ferriell and Erik Price, AMT3 Eric Woods, and AMT3 Chris Lelyo. Rotary Wing: LTs John Hess and Matthew Vanderslice, AMT2 Derrick Suba and AST3 Evan Staph. I would also like to thank our two Ancient Albatrosses, ASMCM Clay Hill and our keynote speaker VADM Charlie Ray, for their significant contributions to the program. Finally, Captains Joe Kimball, and Randy Hartnett and Commander Frank Flood from CG Headquarters gave very helpful updates to the state of CG Aviation at our annual business meeting. A highlight of the Roost was that we had about nine former aviators with triple digit aviator numbers including 95-year old Warren Mitchell with aviator number 243. We also had in attendance the spouse of George Thometz, Pat, and her son, Mike. George was one of the founding members of the Ancient Order of the Pterodactyl.

The CG 1426 restoration is moving ahead smartly, with VectorCSP performing magnificent work to properly restore this valuable asset to Smithsonian standards. We are looking for an early April deployment at the Udvar Hazy Museum to correspond with the date when Elmer Stone reported to flight training 100 years earlier.

Next year marks the centennial of CG aviation and I believe we have much to celebrate. VADM retired John Currier has worked hard this past year and continues to endeavor to develop a meaningful set of events to properly commemorate that anniversary. He really does need volunteers, so please consider lending a hand if you have available time.

Our Centennial Roost will be held in Mobile, Alabama next year and George Krietemeyer has been working diligently to make sure the events match the significance of our 100<sup>th</sup> year. Please mark your calendars for the last weekend in October to be in Mobile. I think it will be a wonderful weekend.

Fly safely! Jim Van Sice, Ptero 1777

**Taps**

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

Francis A. Shelton, 178, 6/22/14

Roger Love, 1267, 3/6/15

Beverly P. Bluett (spouse of Ptero Denis Bluett, 1139), 3/31/15

Fred Guild, Jr., 644, 6/7/15

Lee Wagner, P-2704, 5/27/15

Adolph 'Tony' Zimmer, II, 1758, 7/27/15

Robert Struck, P-2431, 8/20/15

Cullis L. Holub 1262, 8/19/15

Paul Garrity, 1530, 8/31/15

Arnold A. 'Ack' Adams, P-2657, 9/10/15

CWO James Smith, 3/20/15

Geraldine 'Gerry' Shelley (spouse of Ptero Frank Shelley, 633), 10/12/15



## Enlisted Ancient AI Change of Watch Conducted By LT Sarah Bradley, 14th CG District Public Affairs Office

Ptero Master Chief Petty Officer Michael Ferreira, P-3137 passed on the title of Enlisted Ancient Albatross to ASTCM Clay Hill, P-3058, during a change of watch ceremony at Coast Guard Air Station Barbers Point on Thursday, 20 August.



AETCM Michael Ferreira receives a Royal Pterodactyl Egg, during the Enlisted Ancient Albatross change of watch ceremony. (CG Photos by PO2 Tara Molle)

Ptero VADM Charles W. Ray, Aviator 2311, the Coast Guard's Pacific Area commander and the Coast Guard's Ancient Albatross, presided over the ceremony recognizing the passing of the title from one enlisted aviator to another to honor the CG enlisted aircrew member on active duty with the earliest graduation date from an aviation technical school.

Ferreira, originally of Portsmouth, RI, and the former command master chief for CG Air Station Sitka, AK, retired July 30 after 30 years of service.

"It has been an honor and privilege to serve as the ninth Enlisted Ancient Albatross," said Ferreira. "CG aviation is truly outstanding for too many reasons to list. The fine men and women who maintain and crew our aircraft are certainly at the very top of that list as are all of the folks who support CG Aviation. Next year in 2016, CG aviation will celebrate its 100th anniversary. There is no doubt in my mind that through the next

100 years, CG aviation is in good hands and will continue to set the example for professionalism and remain an integral part of the world's finest Coast Guard."

Prior to retiring, Ferreira logged more than 4,250 flight hours on the CG HC-130 Hercules airframe. Other assignments included Air Station Barbers Point, Air Station Clearwater, FL., Air Station Miami and Air Station Cape Cod, MA, where he was received the distinction of being the ninth CG Enlisted Ancient Albatross.



**MCPO Ferreira passes a leather jacket and the title of Enlisted Ancient Albatross to MCPO Hill.**

Hill is currently serving as the CG aviation survival technician rating force master chief at CG Headquarters in D.C. His primary responsibility is to ensure members are stationed at the appropriate units and are capable of executing or supporting CG missions. His most recent assignments were the command master chief at Air Station Barbers Point and at the Coast Guard Aviation Training Center in Mobile, Alabama.

"I am honored to assume the title of the CG Enlisted Ancient Albatross," said Hill. "This position represents the culmination of my aviation career and I am proud to represent the Coast Guard's enlisted air crewmembers. I am excited to meet with the CG's distinguished current and former aviators and air crew-

men to share our aviation legacy."

Hill hails from Alma, GA, enlisted in the CG in 1983 and graduated from CG Aviation Survivalman "A" School in 1988. Hill served on multiple platforms as a rescue swimmer including the HH-3F Pelican helo, HH-60 Jayhawk helo, HH-65 Dolphin helo, and as a flight mechanic on the Dolphin. Hill holds a bachelor's degree in professional aeronautics from Embry-Riddle Aeronautical University.

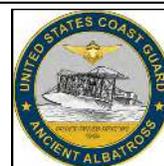


MCPO Hill receives a plaque from CDR Gene McGuinness, AirSta Barbers Point Engineering Officer, in recognition of being the 10th CG Enlisted Ancient Albatross

In 1966 and 1988 the CG Ancient Albatross and then the Enlisted Ancient Albatross Awards were established respectively to honor the CG aviators on active duty who have held that designation for the longest period. These awards recognize the great contributions our most senior aviators and enlisted aircrew make to the strength and vitality of the Coast Guard's superior aviation fleet.



MCPO Hill (R), the new CG Enlisted Ancient AI, stands with MCPO Ferreira, the outgoing Enlisted Ancient AI, by an MH-65 after the ceremony.



## Ancient Albatross #25 Letter to Pteros By Ptero VADM Charles Ray, Aviator 2311



It's a great time to be involved with Coast Guard Aviation! We just wrapped up a fantastic Roost down in San Diego. The event would not have been nearly as successful without the tremendous work by the Ptero Executive Board Members and members who made it a worthwhile event by attending. I greatly appreciate the hard work of Pteros Stoppe, Van Sice, D'Andrea, Miller, and Milligan. Additionally, the Coast Guard Auxiliary stepped up to assist with all the dedication and professionalism we have come to expect. Sector San Diego proved to be an ideal venue with the city's love for the Armed Services, exceptional weather, and historical lineage to the early days of CG Aviation – it is always an honor to walk the same halls and ramp where CDR Elmer Stone stood his last duty. The men and women of CG Sector San Diego did an exceptional job preparing the venue. Again, many thanks to the entire team that worked collectively to help us come together to celebrate our heritage, recognize outstanding performance, and catch up with old friends.

I am glad to report that just like in the days the Pteros work so diligently to preserve, intrepid airmanship, professionalism, and good ole' stick and rudder skills are alive and well in the fleet today. Those fundamentals will continue to serve us as CG Aviation transforms with the times. I am happy to report that the transition to C-27s at CGAS Sacramento is underway. There will be challenges, but I am confident that our folks will adapt and overcome. I think it is fitting that after decades of humanitarian service, the HC-130Hs we transferred to the U.S. Forestry Service will continue to be employed to help communities in

need and have already been involved in several firefighting missions.

We are simply a better service because of the talents of those that have gone before us and it is evident in those on active duty today. I recently had the opportunity to sail aboard two major cutters in the Gulf of Alaska, and each time I participated in flight operations. I was repeatedly impressed with the professionalism of the crews, their risk assessments and how they seamlessly integrated flight operations and the aviation department into ship's company. Let me tell you, we have come a long ways from the "kick the tires, light the fires" preflight preps.

During these times of change, one thing remains constant in CG Aviation; 24 hours a day, 7 days a week, our duty rosters are filled with men and women who stand the watch with the same courage and dedication that has been the hallmark of our Service for 100 years. AST2 Darren Harrity from CG Sector North Bend is one of those. Recently, what started as a routine duty quickly changed as the call came in during the early morning with reports of a fishing vessel on the rocks with four people onboard. As the crew approached the fishermen in a raft, the helo experienced violent downdrafts that precluded hoisting of the survivors. Fully aware that, once deployed, he would not be able to be hoisted back to the safety of the helicopter, AST Harrity was lowered to the sea and swam 100 yards to reach the raft. Recognizing that if they remained in the raft they would likely be caught in breaking surf among dangerous rocky outcrops, he began the task of towing each survivor 250 yards to shore - returning each time to retrieve the next survivor, ultimately swimming over a mile. As I write this letter, news is coming across of a Barbers Point C-130 crew locating 36 fishermen

who had abandoned their burning ship in the South Pacific – once again a circling CG aircraft brought hope to the hopeless. The professionalism, courage, and on-scene initiative that earned CG Aviation a place in history is alive and well.

Our legacy and current missions continue to inspire young men and women from around the country to join the ranks of CG Aviation. One of the benefits of traveling as the Commander, Pacific Area, is that I get to meet with those junior officers and enlisted personnel who aspire to be CG Aviators. I am convinced our future is bright because of the talent we attract and the efforts of the Pteros in preserving our proud heritage and telling our story are key to the recruiting effort.

Soon I will be personally contacting each Air Station CO to encourage them to support our Centennial Celebrations. I plan on encouraging them to help bridge the divide between our history and our future. Their perspectives as COs can help ensure that the very best of our past will shape our very bright future.

Again, it is an exciting time for CG Aviation and I am proud to serve as your Ancient Albatross. Semper Paratus and Thank you!



Happy 225th  
Birthday, CG!

I went over to Ocala, FL to attend a Coast Guard Day (Aug 2015) lunch where I ran into these fellas.

From left to right: Dennis McLean, Aviator 1582, Paul Raychok, Ptero Bill Pappas, P-3259, Ptero Tom Ross, Aviator 1411, Oliver Howell, & me. Ptero Glenn Gunn, Aviator 1958

# Phoenix Project Update, July 2015

By Ptero Past President Mont Smith, Aviator 1520



The Program Manager and Executive Director's Representative visited the 1426 at Elizabeth City on July 23rd to observe progress on the restoration to date. A great deal has been accomplished. CAPT Sal Palmieri and CAPT Keith Overstreet visited the site several weeks ago and applied a number of sheet metal repairs to the fuselage. They were assisted by AMT1 AAGARD from Aviation Logistics Center Elizabeth City. Vector CSP SME John Siemens, and expert technician Craig Simmons.

During our visit, 1426 was once again undergoing a thorough wash-down to remove media blast debris. Paint was also removed from the engine cowling surfaces.

The aircraft was towed to the ALC line, where it was sprayed with an alodine solution. This treatment finely etches metal surface in order for primer paint to adhere. In addition, alodine is a highly effective anticorrosive substance. Alodine was sprayed on and removed by water after a brief period. The alodine is recovered through a holding tank drain on the ramp below the aircraft. After receiving this treatment, 1426 will be a pristine aircraft, capable of appearing "mission ready" for the next fifty years!

We met Gary Polaski, recently retired as CDR, USCG. Gary is the business development manager at ALC and has

kept a close watch on the restoration, providing advice and coordination as VectorCSP work progresses. We were accompanied on our tour by Mr. Roger Connor, Rotary Wing Curator at the National Air and Space Museum. We met Mr. John Berry, manager of the ALC Paint Hangar, where 1426 will eventually receive her pant and insignia.

After three hours of thorough drying, 1426 was towed to the Paint Hangar, where she received a coating of primer



paint. This completes the "pre-paint" process and 1426 gleamed with her new "under skin."

Our next stop on the tour was the Fiberglass/Composite Shop, where we

observed various fiberglass assemblies undergoing preparation for primer painting. After a brief visit to the Upholstery Shop, we returned to the FBO Hangar to see several sub-assemblies undergoing repair. Below you can see both pilot's and co-pilot's cyclic grips. One is heavily chalked and discolored, but VectorCSP obtained a near-perfect replacement grip, so the grip in the worst condition will not be used.

We viewed the tail rotor 90-degree gear box and pitch change rods, which have been scrubbed and are ready for primer. Of note, the main gear box retaining hardware, base nut and hub (with eyelet) underwent a Magna-Flux inspection and were re-plated. All components that will absorb the load of suspension at Udvar-Hazy passed with flying colors! VectorCSP received authorization from Mr. Connor to substitute the fiberglass tail pylon from 1425 (one of the "Aberdeen Girls") since certain stiffeners inside the pylon had been broken,



and repairs would have been too costly. A number of fiberglass components including tail rotor drive shaft covers await refurbishment and paint. I was surprised to learn that a number of engine and transmission cowling components were made of magnesium! Replacement of instrument panel gauges is proceeding nicely. The remainder will be installed after the panel is re-mounted, in order to avoid adverse weight. The rescue hoist will be painted but will not be attached until just before suspension at Udvar-Hazy. At that point, the electro-hydraulic motor will be removed to allow spooling of a specified amount of cable, after which the motor will be re-installed. The hoist ring will be re-painted bright yellow. We visited the "T" hangar so Mr. Connor could observe several new additions.

Several old auxiliary flotation bags were located. They are no longer airtight and serviceable, but their hardware

“plumbing” is intact and can be connected to the fittings on the sponsons, after which the bags can be folded with talcum powder and inserted into rubber-impregnated canvas covers and lashed with bungee cord, such that the assembly replicates the original technology. The challenge will be to restore the multi-riveted flange that surrounds the canvas covers. John Siemens showed Mr. Connor the cockpit glare shield, which has been re-painted in its flat black scheme.

The tail rotor blades are slightly dusty and dirty. Rather than attempt to re-paint them, Mr. Connor authorized us to apply a heavy coating of wax, which should render the red, white and black surfaces much brighter – and still leave the stenciled information on the blades legible. We viewed the cabin radio rack, which has been re-populated with all but two transceivers – the AN/ARM-25 TACAN and the VHF-FM transceiver. WE are also looking for a TDL-424 LORAN C “mini navigator” control head, so keep your eyes open and let us know if you are aware of a source for these! We proceeded to the Telephonics hangar to view the engine, transmission and rotor head. We are grateful to Telephonics for providing temporary climatic storage for the drive train. The engine is ready for final packing. The transmission will undergo some additional cleaning

around the stationary swashplate and rotor mast.

Once more... the aircraft restoration is proceeding on track to deliver a white HH-52A with red and blue diagonal stripes in an appearance befitting “any mission-ready H-52 sitting on an air station flight line in 1975.” Later this summer, the cockpit, cabin, sponsons, MLG, and tail rotor drive components will be detailed out and re-installed. Final paint may be applied sooner than expected. This aircraft will be immaculate when trucked to Udvar-Hazy for final assembly and suspension in the north hangar. Remember, CGAA has planned this project for ten years and we are excited it is coming to fruition. You will be able to take your children, grandchildren and great grandchildren to see this “first of its kind” technological marvel that set the stage for our modern turbine-powered craft.

Let’s turn for a moment to what is needed from you. We need your generous contribution toward this exhibit that will be viewed by millions of people over the coming years. This is the centerpiece of our 2016 100th Anniversary of Coast Guard Aviation. We need to raise approximately \$250,000 to augment monies that have, or will be, expended from our USAA account just to complete Phoenix. Moreover, our goal is to have a substantial amount of mon-

ey to fund 2016 100th Anniversary events.

At the risk of being brash, I would suggest the following donation, prorated according to rank/rate for active duty aviation personnel, retirees, former aviation personnel, and civilians:

- O-9 to O-10 \$3,000    E-9 to E-10 \$500
- O-7 to O-8 \$2,000    E-8 \$300
- O-6 \$1,000            E-7 \$100
- O-5 \$500                E-6 \$75
- O-4 \$300                E-5 \$50
- O-3 \$100                E-4 \$30
- O-2 \$50
- O-1 \$35
- CWO2 \$100
- CWO3 \$200
- CWO4 \$300

Civilians – as circumstances permit

CGAA will award a life membership for a donation of \$250 or more and a one year membership for a donation of \$30 or more. These are simply suggestions, but we urge you to recognize that this is, and will probably be, the first and only Coast Guard aircraft on display in this prestigious collection for many years. We will be grateful for a donation in any amount. Please send your donation by check to:

Treasurer  
Coast Guard Aviation Association  
Post Office Box 940  
Troy, VA 22974-0940



1426 on the AirSta Houston Ramp after Hurricane Alicia in Early 1980's.  
Photo by Ptero Glenn Gunn, Aviator 1958



1426 in ALC Eliz City Paint Booth in late September 2015.

Pterogram at FL360. Submitted by Ptero Glenn Gunn, Aviator 1958.



## 'Centennial' FROM 1

Greetings fellow Pteros.

Our year-long Aviation Centennial celebration is fast approaching. As event coordinator for the CGAA, I'd like to provide status on our efforts to date and explain how they align with those of our active-duty counterparts.

We are about to unveil the CGAA Aviation Centennial web page. This will permit everyone to see the latest developments as we prepare for, then hold events, designed to honor our first 100 years. Under final development, the page will host several exciting features including a history blog, local updates, an overall timeline of events, links to sales sites for logo gear, merchandizing for Centennial items and critical information related to the celebration. The website will be the central repository for information concerning the Aviation Centennial.

As we all know, the Phoenix Project is a centerpiece of the Aviation Centennial celebration. A detailed update for this exciting effort will be provided by the project team in this issue of the Pterogram.

The final designs for both the coin and the Centennial logo have been developed and approved in close cooperation with our active-duty partners. We are looking forward to marketing coins, a variety of clothing and associated items to help celebrate this historic anniversary. There is also potential for fundraising as a result of sales. That said, our overarching goal will be to cooperate

with all stakeholders to ensure that the merchandise is widely available to compliment celebratory events.

We are participating in the Aviation Centennial Integrated Project Team (IPT) which is coordinated by LCDR Dan Broadhurst from CG-711 (the Aviation office at HQ). This team will ensure that Centennial events are coordinated and supported across the 26 air stations. Each unit has a designated active duty Centennial coordinator. To fully support our joint celebration, we still need volunteers to act as CGAA coordinators at each air station. They will work with their active duty counterparts locally. So far, we have volunteers for Air Stations Port Angeles and Astoria which leaves 24 remaining. These positions are critical to ensuring that our celebration is vibrant, inclusive and fully realized across the country. If you are interested in volunteering, please drop me a line.

Our Centennial Celebration will culminate with the 2016 Roost at Mobile, AL. There is a Mobile-based project team engaged in the early planning stages. This will prove to be an exciting event that will spotlight Coast Guard Aviation, our history and contributions on the national stage. Dates will be formally announced shortly. Please mark your calendars for the October Roost. This will be an event not to be missed.

Fundraising efforts continue. Corporate donations have been fewer and less than anticipated. We continue an aggressive letter writing campaign on that score. Similarly, contributions from the

Coast Guard Aviation community (active, retired, Ptero and non) are less than needed. As I stated in an earlier Pterogram update, we need to dig deep and be personally generous in support of our Aviation Centennial. In my opinion, this is the most significant historical commemoration that we will see in our professional aviation careers...we need to do it right.

In response to our solicitation, several active duty, Pteros and Air Auxiliarists have volunteered to assist in the Aviation Centennial preps. Thanks to all; you can expect to hear from us shortly.

On a separate note, today (10/19) I visited CDR Stewart Graham at his home in Maine where he is celebrating his 98<sup>th</sup> birthday this week. He is in amazing condition and was his usual engaging self during the wonderful Fall afternoon that I spent with he and his son Ross. Stew, our oldest living aviator, was enthusiastic about the Aviation Centennial celebration and sends his best regards to all.

Please check out the Centennial website for current information. Also, please remember to be generous in a personal donation to the Centennial effort. 2016 will be a defining year in our Aviation history. Just how special our Aviation Centennial is, well that's dependent on us. Please participate, please contribute. Thanks.

Semper Paratus

John

#1877

jpcurrier1@gmail.com



Are you a retired Coast Guard Aviator living in the Metro New York Area and would like to keep flying with Team Coast Guard? Consider joining the Coast Guard Auxiliary Aviation Unit at Auxiliary Air Station Republic located in Farmingdale, NY.

**We'd love to have you and your professional experience!**

Find us online at <http://www.airstationrepublic.org>

I'd like to submit the attached ad for publication in the Pterogram. I am a member of the CG Auxiliary. We fly under orders from AirSta Cape Cod and support ICE Ops and MOM missions for Sector New York, Sector Long Island Sound and Sector Northern New England. Our unit is currently in need of pilots, observers and aircraft owners who would like to offer their plane for use by the Coast Guard.

Ptero Eric Arango (P-3230)

USCG Auxiliary

Public Affairs Officer

Auxiliary Air Station Republic

Republic Airport - Farmingdale, NY



# Report on the 2015 San Diego Ptero Roost

By Ptero Steve Goldhammer, Aviator 1207

tor/Air Station where we were greeted by Ptero

range than the C-144. Joe said one of CG aviation's mottos is 'any aircraft we take, we make it great.' POPDIV may be re-activated for icebreaker duty, maybe with HH-60's. The location is TBD. The CASA (C-144) simulator is up and running in the Wilks building at ATC Mobile. It has 'google earth.' You can fly over your house, freeze the simulator, and take a picture of your house. It's come a long way from the 1973 HH-52 simulator with frosted windows. HQ is having 4-6 of each airframe type in the fleet painted in a retro paint scheme: H-60s will be yellow and H-65s will be orange and white. The

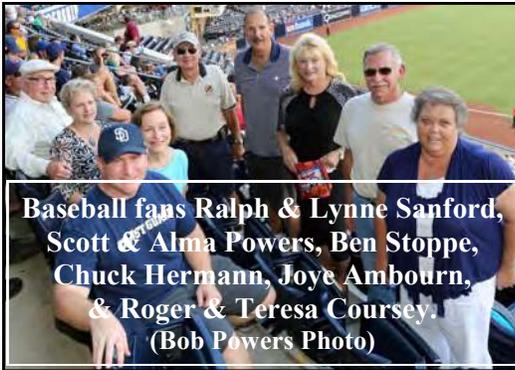
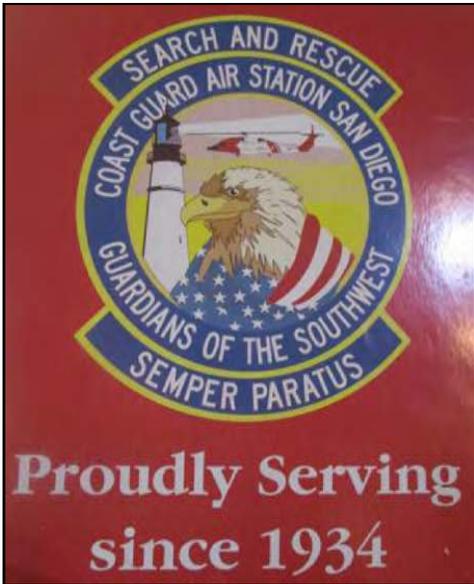
names of famous CG aviators and aircrews may be put on the sides of the aircraft. Unmanned Aerial Systems (UAS) is an amazing new world of opportunity for the CG. It monitors our cutters offshore and can patrol for 12 hours and send down images. At least one is envisioned at each Sector with an operator. Hand-launched UAS's, not controlled by pilots, with a 2-3 mile range from a cutter are envisioned. In 2015, HITRON stopped more vessels than they ever have. They're looking at a west coast deployment center for HITRON. Air Station LA is moving to Naval Base Ventura County.

CAPT Randy Hartnett, Aviator 3186, CG-41 Deputy Chief, briefed on CG Aeronautical Engineering status. The CG has purchased the DRS hangars on the east side of Air Station Elizabeth City. It will be for CG Fixed-wing Depot Maintenance activities (PDM). It will be the CG's 'Heavy Maintenance Facility.' The C-130H's will be phased out.

Ptero CDR Frank Flood, Aviator 3489E, Chief of Safety Programs, said aviation safety is the model for other HQ programs. The goal is to have mishap analyses completed and published within six months of a mishap. Reports will be effective, thorough, and just. If we report the small stuff, we can avoid the big stuff. There's now an annual FSO screening panel. Safety now has a solid seat at the CG aviation table.

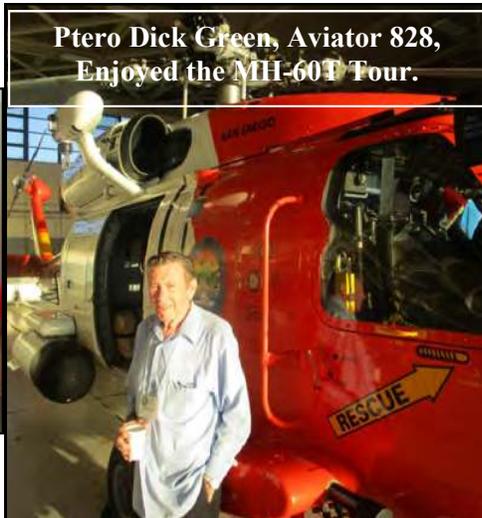
After a quick van ride back to the hotel, we piled into buses for transportation to the awesome MCAS Miramar Air Show that saluted veterans and their families.

Among the many highlights were the Army's Golden Knights Parachute Team, the Breitling L-39 Jet Team, and the Navy's Blue Angels! The weather was perfect and the show was fabulous.



Baseball fans Ralph & Lynne Sanford, Scott & Alma Powers, Ben Stoppe, Chuck Hermann, Joye Ambourn, & Roger & Teresa Coursey. (Bob Powers Photo)

CDR Eric Carter, Aviator 3391, AirSta XO and Sector Logistics Officer. CO CAPT John Spaner joined us later and said how honored he was to be hosting the Roost at his unit. Tours of the mind-boggling capabilities of a powered-up MH-60T on the hangar deck were conducted by Ptero CDR Scott Powers, Aviator 3433, AirSta EO, and several other San Diego pilots and aircrewmembers.



Ptero Dick Green, Aviator 828, Enjoyed the MH-60T Tour.



Roost Committee 'braintrust,' Frank Leamy (L), Wayne O'Donnell, and Carl Levitz Man the Registration Table.

Mingling continued in the well-stocked Hospitality Suite and on its balcony.



Iris Copin (L), Marilyn Goldhammer, and Joan Watterson Sharing Hospitality.

Several 'Roosters' attended the Padres/Brewers baseball game.

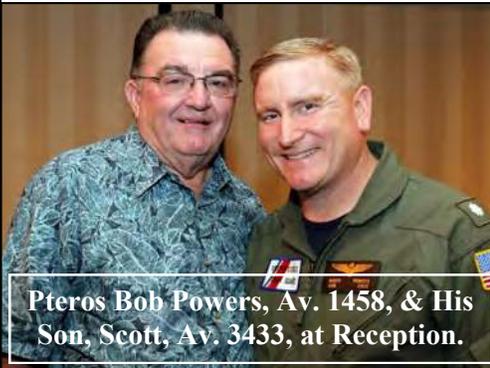
The Professional Development Seminar began at 0730 on Friday at the Sec-

Ptero CAPT Joe Kimball, Aviator 3211, Chief of Aviation Forces (CG-711) briefed us on the state of CG aviation. He's part of the HQ 'Tri-P,' Aviation Forces, Aeronautical Engineering, and Safety. It's a model for other communities in HQ. The HH-65 airframe is being extended until 20K flight hours and maybe 30K hours. The high-time HH-65 has about 16.5K flight hours. Each HH-65 is programmed for 645 hours/year. Future Vertical Lift (a website) is the wave of the future. Joe is on an inter-service group with that name. Sacramento will have the first C-27J's in 2016. There are 13 in the current inventory. The C-27 has 1K miles more



Pteros Art Ross (L), Av. 1142, Steve Goldhammer, Av. 1207, Christine Hunt, Jay Crouthers, Av. 1360, & Ben Stoppe, Av. 1646, Enjoyed the Air Show.

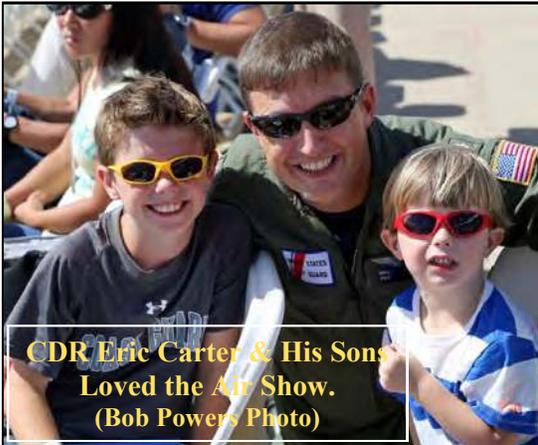
Ptero Store to several happy winners.



Pteros Bob Powers, Av. 1458, & His Son, Scott, Av. 3433, at Reception.



After we entered the museum, a few of us were approached by a docent who said he heard that the Coast Guard had signed up for a guided tour and he was our tourguide. We said the tour must be for us and he treated us to a wonderful behind the scenes tour with lots of historical comments and even a tour of the basement restoration facility. What a treat that was!



CDR Eric Carter & His Sons Loved the Air Show. (Bob Powers Photo)



Pteros George Heintz (L), Av. 2220, Mark D'Andrea, Av. 2359, Peter Troedsson, Av. 2551, & Mary Heintz, Enjoyed the Reception. (Bob Powers Photo)



Pteros Ray Copin (L), Av. 744, Les High, Av. 549, & Joe Kimball, Av. 3211, Reminiscence. (Bob Powers Photo)



Docent Mort Jorgensen (R) shows off the restoration of the Hughes Monoplane (model displayed in upper left).



Sean Tucker, in his 'Oracle Challenger,' cuts the ribbon with his tail. (Bob Powers Photo)

Saturday was another perfect day for outdoor activities. Some of us took a Trolley Tour of the San Diego area while others toured the impressive Aircraft Carrier Midway and then visited the San Diego Air and Space Museum.



The Blue Angels Thrilled Us All! (Bob Powers Photo)

Our evening was spent at the wonderful Cocktail/Bufferet reception where old acquaintances were renewed and tall tales were exchanged. Ptero Executive Director/Treasure Ben Stoppe, Aviator 1646 raffled off many items from the



The Saturday night Awards Banquet was kicked off by Chaplain LCDR Jeffrey Parks, USN, quoting Genesis 1:1 from the Bible "The spirit of the Lord hovered over the deep," and another biblical quote that "...we'll be lifted up on the wings of eagles." He also remembered those who have gone before us. Sector CO CAPT John Spaner welcomed us and introduced several VIPs, including 91-year old Ptero CAPT (Ret.) Les High, Aviator 549 and Academy class of '47, who started the HH-52 Standardization Program (BOTU) at AirSta Savannah and led the ATC Mobile commissioning detail in 1966. John also introduced several Roost Committee members.



**CAPT John Spaner, Sector CV  
(Bob Powers Photo)**

We were also honored to have Mrs. Pat Thometz, widow of George Thometz, Aviator 530, one of the four Ptero founders, attending.

Ptero Prez RADM Jim Van Sice, Aviator 1777, introduced Roost Committee chairman Ptero Maj (Ret.) Frank Leamy, Jr., P-2820, USMC and two other key Committee members: Ptero Carl Levitz, P-2558, USCG Auxiliary and Ptero LCDR Wayne O'Donnell, Aviator 3923. Jim said there were nine Ptero Aviators with three-digit aviator numbers attending the Roost: Jerry Mohlenbrok, 951, Ralph Sanford, 930, RADM Bob Johanson, 869, Ed Murnane, 857, Dick Green, 828, Ray Copin, 744, Art Ladley, 724, Les High, 549, and Warren Mitchell, 243. They all got a loud ovation.

The first Victor Roulund Rescue Swimmer Meritorious Achievement Award was presented to Ptero ASMCM (Ret.) Larry Farmer, P-2898, Ptero ASTCM (Ret.) Joseph 'Butch' Flythe, P-2939, ASMCM (Ret.) Darell Gelakoska, and ASTCM Thomas 'Buck' Beaudry. Ptero Prez Van Sice read the astounding description of Victor Roulund's performance in 1955 that was the basis of the award having his name [See related story in Pterogram 1-15...Ed]. The award will be presented bi-annually.



**Selection Committee Chair Paul Langlois (L), Av. 1954, Enlisted Ancient Al Hill, Darell Gelakoska, Butch Flythe, Larry Farmer, Buck Beaudry, Ancient Al VADM Ray, & Ptero Prez RADM Van Sice.  
(Bob Powers Photo)**

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to Ptero LT Daniel Crowley, Aviator 4194A, from AirSta Houston.

The Chief Oliver Berry Aviation Maintenance Award was presented to AMTC Joshua Vogan of AirSta Barbers Point.



**VADM Ray, CAPT Kimball, AST3 Staph, AMF2 Suba, LT Hess, LT Vanderslice, & ASTCM Hill (Bob Powers Photo)**



**Pteros Ancient Al VADM Ray, LT Crowley, & Frank Flood (Bob Powers Photo)**



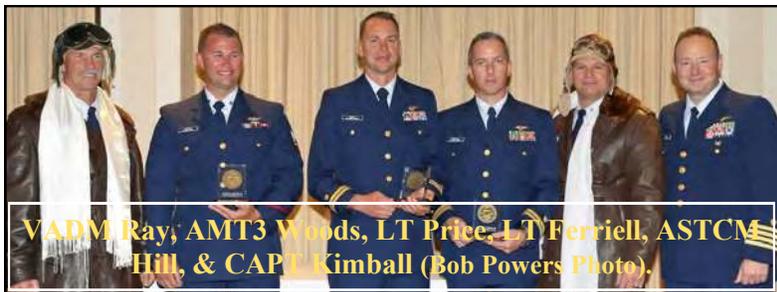
**VADM Ray (L), AMTC Vogan, CAPT Hartnett, & ASTCM Hill (Bob Powers Photo)**

The Commander Elmer Stone Fixed Wing Rescue Award was presented to LT Jamison Ferriell, LT Erik Price, Ptero AMT3 Eric Woods, P-3509, and AMT3 Chris Lelyo of AirSta Cape Cod in recognition of their heroic efforts on 8

grounded civilian Life Flight services..

The Captain Frank Erickson Rotary Wing Rescue Award was presented to LT John Hess, Aviator 3809., LT Matthew Vanderslice, Aviator 4403, AMT2 Derrick Suba, and AST3 Evan Staph of AirSta Cape Cod in recognition of their heroic efforts on 15 February 2015 that resulted in saving two sailors from the S/V SEDONA 200 miles south of Cape Cod in the middle of a severe winter blizzard

Our Keynote Speaker was our new Ancient Al, Ptero VADM Charles Ray, Aviator 2311. He proposed recognizing the oldest aviator present (Warren Mitchell, age 95) and the youngest aviator (Ptero LT Jason Joll, Aviator 4425) and youngest aircrewman (AST3 Evan Staph, age 28) present. His comment to Jason was, 'I've got socks older than you, son!' He congratulated the awardees and said there's not much he could say after hearing how they performed. He said it was an honor to be at the Roost and to be a part of the CGAA. He said the CG and CG aviation wouldn't be what it is without our Master Chiefs. He thanked the Ptero Board



**VADM Ray, AMT3 Woods, LT Price, LT Ferriell, ASTCM Hill, & CAPT Kimball (Bob Powers Photo)**

February 2015 that resulted in the saving of a premature baby via medical evacuation (MEDEVAC) in a daunting winter storm that had

and Frank Leamy and his Committee for putting on an outstanding Roost. He said the devil is in the details, and Frank and his crew took care of all of them. He said the CG is blessed with its Auxiliarists. He thanked the Chaplain and the Color Guard. He said it's fitting and proper

that we gather to do what we're doing tonight.

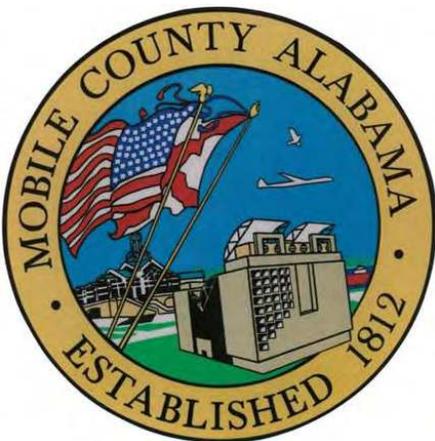


AST3 Staph (L), Warren Mitchell, VADM Ray, & LT Joll (Bob Powers Photo).

Tonight's young honorees couldn't spell airplane when RADM Kunkel graduated from flight school. They're part of the cream of the crop. There's a saying in Texas that '...it's not bragging if you've done it.' Everyone in this room has done it. 'Y'all understand what we're working for.' It's so important for the Pteros to remember our history and the folks who've gone before us. He gave several examples. It's something to be proud of and one of the most important things you can do with your lives. It's the people that make this difference. They're icons and giants of our service. We remain in good hands. The quality, professionalism, ingenuity, and strength of our aviation people are amazing. We need to celebrate our Centennial. He said he's excited about our future. Whether your last duty day is a long time behind you or you have the duty tomorrow night, there is no greater calling than to being a Coast Guardsman.

During the benediction, Chaplain Parks lauded the pride and passion of the honorees and all in defense of freedom, justice and order in our lives.

Ptero Prez Van Sice announced that the next Roost will be in Mobile on the last weekend of October.



After the banquet, Ms. Kaitlin Smith, a CG 'junior' and Executive Producer of the new documentary movie "Paratus 14:50" about the heroic exploits of the Coast Guard ('...the difference between someone living and dying') during Hurricane Katrina in 2005, handed out autographed posters of the movie. The festivities continued into the wee hours in the Hospitality Suite.



View of San Diego from the Hospitality Suite (Bob Powers Photo).

Sunday's Business Meeting was chaired by Ptero VP Mark D'Andrea, Aviator 2359. It began with Ptero Ray Copin, Aviator 744 (back from a two-year hiatus) reading the Airman's Prayer, Ptero RADM Gary Blore's, Aviator 1850, version of Crossing the Bar, and the list of members who passed on in the past year.

Ptero Prez Van Sice reported that the proposed By-Laws revision will be voted on at the meeting. The HH-52A CGNR 1426 restoration completion and handoff to the Smithsonian is planned for February. The 1426 dedication ceremony at Udvar-Hazy will be 2 April or 7 April and there may be another public ceremony in June. He said we need to educate the public about the Centennial of CG Aviation. The CGAA treasury needs refilling: it was about \$250K a year ago and is now about \$101K. We owe VectorCSP, the restoration contractor, about \$70K more. A plan is coming together to raise funds. Other planned expenses, besides normal operating expenses, e.g., publishing of the Pterogram for about \$13K/year, will be about \$500/year for the Rittichier Trophy presentation and Memorials for future CG aircraft accident victims. Ptero RADM Dave Kunkel, Aviator 1726, suggested adding a funding limit (\$15K?) for accident memorials in the next By-Laws update.

CGAA Secretary Paul Milligan, Aviator 1034, gave a short review of the 2014 Business Meeting minutes. They were approved.

CGAA Treasurer Ben Stoppe said in his report that we're still relatively healthy although corporate sponsorships decreased from \$60K to \$18K this year. We had income of \$191K this year and spend \$195K. Our current balance is \$101K. Total cost of the Phoenix Project is about \$330K but that may be re-

duced to about \$200K due to some work on the 1426 by the CG. Ben reviewed the contents of the Petty Cash account and Ptero Wayne O'Donnell verified the presence of the Lock Washer.



Ben & Wayne Do Their Thing (Bob Powers Photo)

CGAA Membership VP Ed Griner, Aviator 2521, reported via telephone. He has Pteros Mark Benjamin, Aviator 1665, and Hank Schaeffer, Aviator 1637, are on his committee. Ed said that about 2/3 of AirSta COs are now CGAA members, up from about 1/2 last year. More COs need to be members because '...what CO's find interesting, JO's find fascinating.' More CGAA liaisons with aviation units are needed. We currently have Mark Benjamin in Traverse City and Ptero Past Prez George Krietemeyer, Aviator 913, in Mobile. VADM Currier said he and CAPT Joe Kimball are working that issue and will get back to Ed. Ed said he is contacting people whose membership has lapsed or is about to lapse.

CGAA Communications and Media Affairs VP Gary Gamble, Aviator 1826, said we have a new CGAA website that is 'mobile friendly.' Some issues about people receiving 'AIPTero's' are being worked.

Ptero RADM Bob Johanson, Aviator 869, reported on the Phoenix Project. He said that, after 10 years, he's smiling a little bit more than he has in the past. George Krietemeyer's idea is coming to fruition. Bob touted Ptero Past Prez Mont Smith, Aviator 1520, for shepherding the restoration. He said that fundraising will be necessary and continue beyond completion of the restoration. The pride of the ALC and VectorCSP restoration people is shining through.

Centennial Committee Chairman [See **Roost Report** on P. 14]

## U. S. Forest Service HC-130H Enters Service By Thomas Kaminski, North American News Editor, Combat Aircraft Monthly



Operating as Tanker T118, HC-130H 1721 departs from McClellan Airfield in Sacramento for its first aerial firefighting mission.

The U.S. Forest Service (USFS) carried out the first operational firefighting mission with HC-130H 1721 on July 25, 2015. Now known as tanker 118, the Hercules is the first of seven that will ultimately be transferred from the USCG to the USFS. Currently on loan from the CG, the aircraft's first mission involved an aerial attack against the Lowell Fire near Gold Run, CA, around 45 miles northeast of Sacramento. That afternoon, T118 flew three missions and dropped 8,913 gallons of retardant on the wildfire. Subsequent missions saw the aircraft conduct operations against the Wragg and Rocky wildfires on July 29 and 30. Operating from McClellan Airfield in Sacramento, the HC-130H is currently equipped with the removable 3,000 gallon Modular Airborne Fire Fighting System (MAFFS II) system but will ultimately receive a permanent internal gravity-based 3,500 gallon retardant delivery system (RDS).

Tail number 1721 arrived at US Forest Service AirSta McClellan (FSS MCC), adjacent to CG AirSta Sacramento at McClellan Airfield in Sacramento, CA, on June 17, 2015 and was initially made available for aerial firefighting missions on July 10. Prior to its arrival in Sacramento, the MAFFS II was installed by the North Carolina Air National Guard's 145th Airlift Wing at its base at Charlotte-Douglas International Airport.

Flight crews from the CASS Professional Services subsidiary of Consolidated Air Support Systems (CASS) are operating the aircraft under a \$6M contract from the USFS and maintenance is being conducted by DRS Technical Services under a separate \$1.2M contract. The USFS is expected to take delivery

of a second HC-130H when the 1708 is turned over in October 2015 once modifications and programmed depot maintenance are completed by the USAF's Warner Robins Air Logistics Complex (WRALC), at Robins AFB, GA. As part of the modification effort, the Hercules is receiving a new center wing box (CWB). The 1721 is scheduled to undergo PDM in the fall of 2015 and the 1708 will assume the primary tanker role during the 2016 fire season. HC-130H tail number 1719 will be the first to receive the RDS and will formally be transferred to the USFS in Fiscal 2017.



The MAFFS II system is prepared for installation in HC-130H 1721 at Charlotte-Douglas International Airport, NC on June 17.

The transfer of seven HC-130Hs from the CG to the Forest Service was authorized by the National Defense Appropriations Act (NDAA) for Fiscal Year 2014. The NDAA also authorized the transfer of 14 C-27Js from the USAF to the CG.

The 1721 has had an interesting career that saw it operated by three different military branches. Delivered to the CG on June 16, 1988, it was subsequently modified into an Airborne Early Warning (AEW) aircraft by General Dynamics, which received a \$42M contract in December 1989. Assigned the designation EC-130V, the proof-of-concept project equipped the aircraft with the AN/APS-125 radar, rotodome and mission systems from a US Navy/Grumman E-2C Hawkeye that was palletized and installed in the cargo compartment. It first flew in this configuration at the

contractor's Fort Worth, TX, facility on July 31, 1991. Like the E-2C, the EC-130V's systems were operated by three personnel: an aircraft control officer, combat information center officer and a radar operator.

The EC-130V was handed over to the CG on October 16, 1991, after testing by the contractor and the US Navy's Naval Air Test Center at NAS Patuxent River, MD. Due to mission realignments and associated budget cuts, the CG EC-130V program was terminated on March 31, 1993 and the aircraft was subsequently transferred to the USAF. Operated by the 412th Test Wing's 418th Flight Test Squadron from Edwards AFB, CA, under the designation NC-130H, the aircraft carried the USAF serial 87-0157 and served as a test bed and support platform for several classified programs.

In November 1998 the aircraft was relocated to NAS Patuxent River, MD, and in 2002 it was formally transferred to the US Navy. Initially operated by the Naval Force Aircraft Test Squadron, the NC-130H, which was then equipped with the newer AN/APS-145 radar, supported testing associated with the Northrop Grumman E-2C Hawkeye 2000 variant. Between December 2002 and June 2003 the aircraft supported risk reduction efforts for the radar modernization program (RMP) that later became the AN/APY-9 radar system. It continued to support the development of the APY-9 radar and mission systems for the E-2D Advanced Hawkeye mission suite with air test & evaluation squadron VX-20. When that effort was concluded, the mission systems were removed from the aircraft and it was returned to the USCG inventory after being stricken by the Navy on March 14, 2012. It was subsequently flown to the Aviation Logistics Center at CG Base Elizabeth City, NC. It was initially stored at DRS Technologies' Heavy Maintenance Facility, while the ALC's Long Range Surveillance Product Line determined what mods would be required to return it to service. Upon its return to the CG, the airframe had only flown around 4,000 hours making it one of the lowest time Herces in the CG fleet. Following its return to service in late 2013, the 1721 was once again assigned to AirSta Clearwater. It was later identified as one of seven CG HC-130Hs that would be transferred to the USFS for use as an aerial firefighter.



## Air Station Barbers Point Holds Change of Command

By Ptero LT Sarah Bradley, Aviator 4508



**RADM Vincent Atkins (L), Commander 14th CG District, CAPT Timothy Gilbride, USCG Ret., and CAPT Frederick Riedlin, CO AirSta Barbers Point**

"I am truly honored and humbled to be given this incredible opportunity to serve as the Air Station's Commanding Officer, and I would like to commend my old friend Capt. Gilbride for his exemplary leadership and commitment to service," said Riedlin. "It is absolutely wonderful to be back in the 14th CG District, and I am looking forward to the opportunity to work with the fine members of Air Station Barbers Point."

CAPT Frederick Riedlin, Aviator 3052, relieved CAPT Timothy Gilbride, Aviator 3074, and assumed command of Air Station Barbers Point during a change of command ceremony at the Air Station on 26 June. RADM Vincent B. Atkins, D14 commander, presided over the ceremony.

The change of command ceremony is a time-honored tradition and formal ritual conducted before the assembled company of a command to confirm to the men and women of the unit that the authority of command is maintained. The ceremony is a transfer of total responsibility, authority and accountabil-

ity from one individual to another.

Prior to reporting to the air station, Riedlin served at the Executive Assistant for the CG Acquisition Directorate, where he assisted in the \$29B recapitalization of the CG's cutter fleet, aviation assets, and C4ISR systems. His immediate previous assignment was as the Commanding Officer of Air Station New Orleans, where he led critical aviation surge operations following the Deepwater Horizon oil spill in the Gulf of Mexico and oversaw more than 500 Search and Rescue cases.

Capt. Gilbride has served as the CO of AirSta Barbers Point since June 1<sup>st</sup>, 2012 and is retiring. "It has been a privilege serving as the CO of Air Station Barbers Point, and I am so proud of the CG men and women at the air station," said Gilbride. "I will always cherish my time in Hawaii, and I will take the spirit of aloha with me."

Gilbride was cited for outstanding meritorious service as CO, Air Station Barbers Point and awarded the Meritorious Service Medal (Gold Star in Lieu of a Third). During his tenure at the air station, Gilbride oversaw the execution of 496 rescues cases resulting in 153 lives saved.



**Salem's Forgotten Stories**

**U.S. COAST GUARD AIR STATION SALEM, MASSACHUSETTS**

**1935-1970: A Pictorial and Chronological History**

From the Nelson Dionne Salem History Collection at Salem State University

**Bonnie Hurd Smith**

Bonnie Hurd Smith's story of the brave men and women of AirSta Salem from 1935-1970 includes WWII and guarding the coast from German U-Boats. It's available now from Create Space, Amazon, Hurd Smith Communications, and at bookstores and museum/visitor center stores along the Massachusetts coast. You can learn more about 'Salem's Forgotten Stories' on Facebook and their website, including the dates of upcoming book signings.

## AMT2 Lee Biladeau Selected as Navy Times 2015 'Coast Guardsman of the Year'



"He doesn't need direction, he doesn't need to be told what to do. He has the foresight to see what needs to be accomplished, and he spearheads that and takes care of it." AMTC Bryan Thompson

Air Station Traverse City's MH-65 mechanic/aircrewman AMT2 Lee Biladeau was selected as the Navy Times 2015 'Coast Guardsman of the Year.'

He earned his flight mechanic instructor designation as an E-4. His awards and decorations include two CG Achievement Medals, a Unit Commendation Ribbon, a Meritorious Unit Commendation, two Meritorious Team Commendation Ribbons, a Commandant Letter of Commendation Ribbon, a Special Operations Service Ribbon and two Good Conduct Medals.



## ROOST REPORT FROM 11

VADM John Currier, Aviator 1877, reported that the Phoenix Project is the centerpiece of the Centennial. We need to raise more funds so each Air Station can celebrate the Centennial to the best of their ability. There is a HQ-approved Centennial logo that will be marketed. Many volunteers are still needed. There will be personal contact. Please step up.

Under New Business, Ptero Gamble said the 2016 Roost will be 26-28 October in Mobile at the Riverview Plaza Hotel. Ptero Krietemeyer is the project officer and Ptero Tom MacDonald, Aviator 2970, is the ATC CO.

Chuck Sweeney, national president, spoke about the DFC Society, its history, and why it matters in today's world. The DFC was commissioned in 1926. Charles Lindbergh received the first medal. The Society started in 1994. The latest issue of their magazine features an article Chuck wrote about CG avia-

tors in VietNam. At least 145 CG DFCs have been awarded.

The HQ 'Tri-P' spoke about the state of CG aviation. They covered again what they said at the Professional Development Seminar on Friday. The history of CG aviation can be found on Twitter at 'CGflys100,' and on the CG Historian's website. HQ is working on a Centennial 'coffee table book' and a commemorative coin. The latest efforts to locate the Grumman 'Duck' under the Greenland icecap were not fruitful, but the search will continue.

Regarding the By-Laws revision, there were 162 'yes' votes (and no negatives) on line so far. The motion to approve the revised By-Laws carried.

Ptero Prez Van Sice said he appreciates the efforts of all the CGAA Board members. The organization's volunteer efforts are absolutely spectacular! We're a remarkable group of patriots. He thanked everyone for being here and hopes to see all of us next year in Mobile.

The Roost closed with a delicious Mexican

barbecue at CAPT Spaner's quarters on the grounds of beautiful Point Loma where scenes from the movie 'Top Gun' were filmed.



## VOLUNTEER REQUEST

From: VADM John Currier, CGAA Centennial Coordinator

As CGAA coordinator for the Centennial celebration that fast approaches in 2016, I have been engaged in the front-end organization and initial fundraising efforts for our 100<sup>th</sup>, and its centerpiece, the Phoenix Project. To date, we have sent over 250 requests to industry and private donors. There is much left to be done to ensure that the celebration of our first 100 years is appropriate. To adequately handle required tasks, volunteers are urgently needed. Below is a list of specific skillsets that are required to execute our Centennial celebration in a manner fitting CG Aviation's record of achievement. I ask that people with these abilities (or approximation of them; stayed in a Holiday Inn last night, etc.) please contact me directly to discuss a potential role in supporting this worthwhile effort. To be honest, the success of this project depends on all of us pitching in.

### Required Volunteer Skills:

#### For the Centennial website

- A graphic artist with website experience
- A CG Aviation history blogger
- A photojournalist with PhotoShop™ and web publication skills (to assist our contract webmaster)
- A digital cinematographer to visit events and capture attendee comments and oral histories

#### For Soliciting From Various Entities Unfamiliar with CG Aviation as a 501(c)(3) charitable organization

- A strategic planner
- A communications specialist
- A grant writer
- A corporate charitable gift expert

#### For Joint Centennial Events

Ptero volunteers for regional activities coordinators (e.g., PACNW, NORCAL, SOCAL, Midwest, Gulf states, Mid-Atlantic, New England) . They will also feed event data to Centennial webmaster.

Note: we have a few volunteers for these positions but need additional.

- An event planner (experience with such things as air shows, county fairs, Rotary events, etc.) to assist regional coordinators
- A public affairs expert (media exposure – TV, radio, newspapers, etc.)

### Merchandising

Several persons to assist in accepting and filling orders for Centennial logo merchandise (a fundraising effort). This will be separate from the Ptero Store. The orders will be generated from the website.

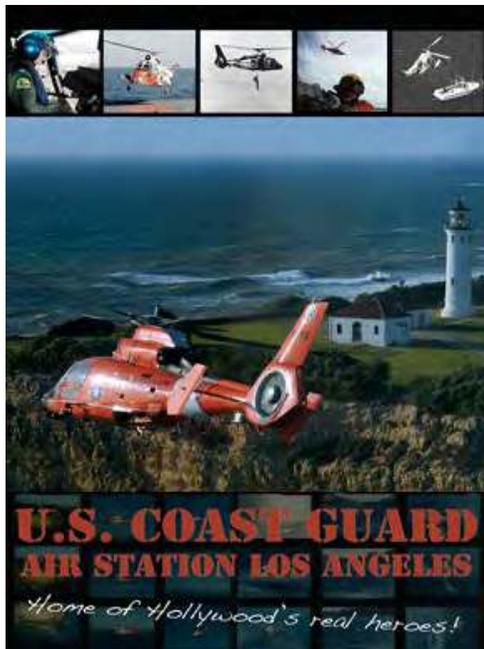
As you can see, there is significant room for anyone who wishes to contribute their time and abilities. The upcoming weeks are our best shot at ensuring that the Centennial celebration is something that we can be proud of. Please contact me directly if you'd like to volunteer, I will work with you on an assignment. My email is: [jpcurrier1@gmail.com](mailto:jpcurrier1@gmail.com). Remember...**Uncle Sam needs you!** Thanks to all in advance!

John Currier, VADM (ret), CG Aviator #1877, AA #23



# Coast Guard Air Station Los Angeles

By LT Timothy M. Mosher, Aviator 4390



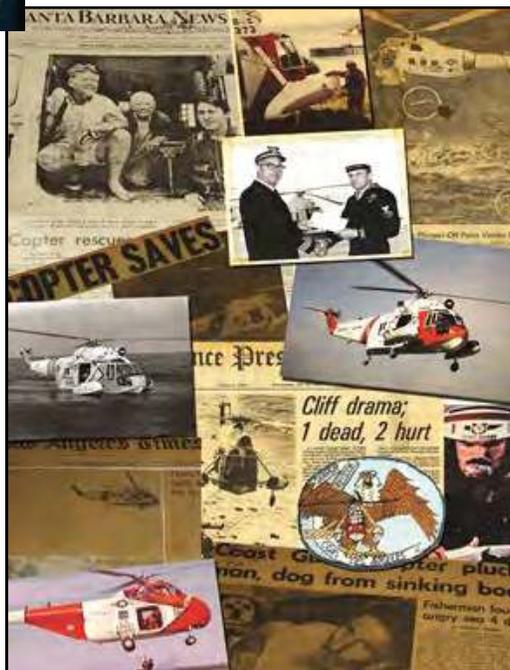
After 53 years of dedicated Service to our Nation and the people of Southern California, CG Air Station Los Angeles will be closing its doors in summer of 2016. "Hollywood's Real Heroes" as AirSta Los Angeles is known inside CG circles, has resided on Los Angeles International Airport (LAX) proper for 53 years. The CG plans to shift operations 50 miles north and establish a Forward Operating Base (FOB) at Naval Base Ventura County in Point Mugu, CA.

## Who we are...



Commissioned as a small search and rescue detachment in 1962, AirSta Los Angeles operated two HO-4S helos with nine officers and 20 enlisted members out of a small facility on the southeast corner of LAX. The following year, the unit was outfitted with the HH-52A "Sea Guard" until 1987 which saw the arrival of the HH-65A "Dolphin." Today the airta operates three MH-65D helos with 17 officers, 43 enlisted and three civilians on a larger leased complex west of the original hangar. Charged with over 300 miles of coastline from Morro Bay to Dana Point, the unit is responsible for an area covering 20,000 square miles; this includes seven island national parks, the Sierra Nevada Mountains, and the Port of Los Angeles/Long Beach—the largest cargo seaport in the US.

## Our legacy...



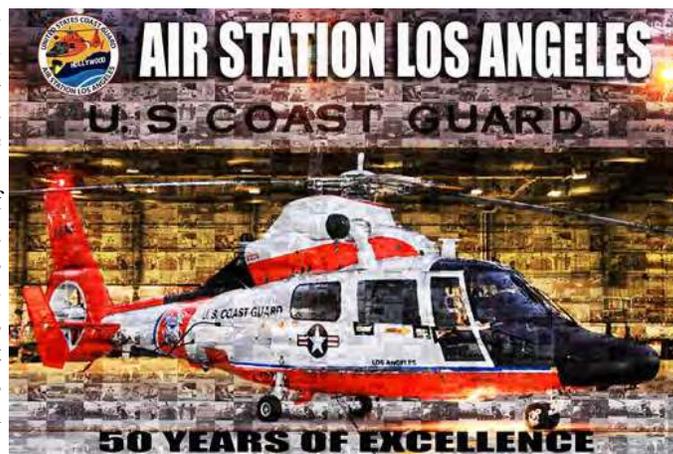
Over the past half-century, AirSta Los Angeles has played a critical role in Southern California's more significant events. On the night of January 13, 1969, AirSta Los Angeles responded to Scandinavian Airlines Flight 933 that crashed six miles west of LAX in

Santa Monica Bay; 30 lives were saved from combined CG air and surface rescue assets. In 1984, the unit supported the City of Los Angeles in hosting the XXIII Olympic Games, providing security for over 1.4 million people in attendance. Ten years later, the LA basin was rocked by the 6.7 magnitude Northridge Earthquake, and AirSta Los Angeles swiftly aided in rescue efforts for a city of 17 million people with over \$40 billion in property damage. In this past year, Airta Los Angeles flew over 157 Search and Rescue (SAR) sorties saving or assisting a total of 54 lives. In addition to SAR, we deployed for nine Rotary Wing Air Intercept presidential protection missions, safeguarded 7,000 square miles of marine protected areas, intercepted 266 bales of illicit narcotics, and received the 2015 ATC Mobile Standardization of Excellence Award for demonstrating exceptional performance in all aviation duties.

## The next chapter...

Although the Air Station operations are *physically* moving, there will be no loss of operational coverage on the Southern California Coast. Starting in May of 2016, two aircrews and permanent party staff from FOB Point Mugu will provide two ready MH-65D helos for search and rescue, law enforcement and maritime protection missions in the Los Angeles AOR. All aircraft and staffing provisions will be under the command of AirSta San Francisco. Until then, the small and dedicated team at Air Station Los Angeles will continue to stand the watch with a commitment to excellence, and have the honor of closing the doors on this historic and special unit in the heart of Los Angeles.

- Semper Paratus



## Not Getting Ptero Emails?

If you are not receiving ALPTERO emails from CGAA/Pteros with the FROM address of

[E-mail@cgaviationassn.org](mailto:E-mail@cgaviationassn.org) there could be many reasons such as:

your address has changed and you've not notified us—Correct your email or other information online on the Member Update form on the members only page:

<https://aoptero.org/index.php/membership/members-only>

your Internet Service Provider (ISP) e.g. Comcast, ATT, has determined that email coming from

[E-mail@cgaviationassn.org](mailto:E-mail@cgaviationassn.org) is spam—contact your ISP and insure them that this is a valid email address serving members.

there is a typo in your email address that we have on file—could be a 'finger check' on our part, please notify us at [member-services@cgaviationassn.org](mailto:member-services@cgaviationassn.org) and we will investigate.

An ALPTERO will be sent on or about 25 November with the **Subject: Test**. If you do not receive this ALPTERO, please notify us at [member-services@cgaviationassn.org](mailto:member-services@cgaviationassn.org) so that we can help you resolve the issue so that you will remain connected to YOUR organization.

Ptero Gary Gamble, Aviator 1826  
VP, Communications and Media



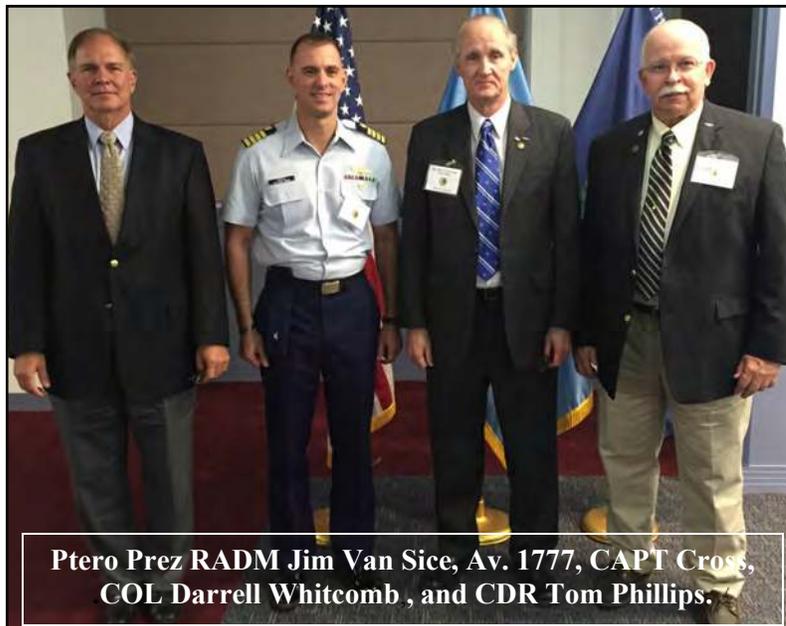
## Another Magnificent CG Aircraft Model by Ptero Bob Workman, Aviator 914

Ptero Bob Workman recently completed a model of a CG P5M-2G. It took him 4 1/2 years to make drawings, molds, and then construct and paint the bird. There is one detail to complete with the painting. The radome will be painted off white. They were off white because UV resistant fiberglass resin was not developed yet and white reflected much of the UV. He will be donating it to the CG for display at the new Coast Guard Museum in New London, CT. BZ, Bob!



16 Pterogram - Fall 2015

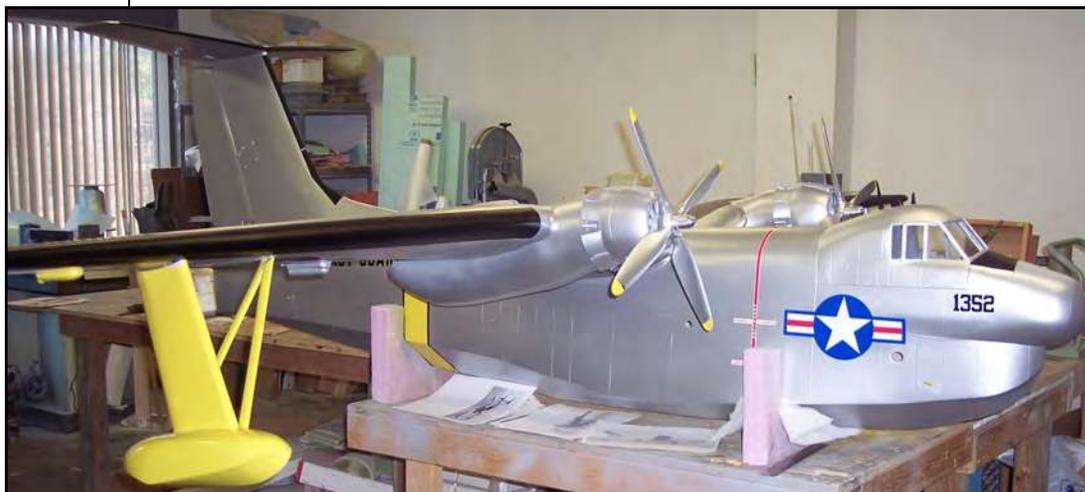
## Violent Skies - Air War over Vietnam Symposium By CAPT Sean Cross, Aviator 3321



Ptero Prez RADM Jim Van Sice, Av. 1777, CAPT Cross, COL Darrell Whitcomb, and CDR Tom Phillips.



On 15 October, I was honored to speak on behalf of the Coast Guard Aviation Association (The Pterodactyls) at the Violent Skies - Air War over Vietnam Symposium at the National Defense University in Washington, DC. I presented a lecture on Coast Guard Combat Search and Rescue Pilots in Vietnam as part of a CSAR panel with COL Darrell Whitcomb, USAF (Ret)...author of 'The Rescue of BAT21'...presenting the Air Force CSAR perspective and CDR Tom Phillips, USN (Ret) presenting the Navy CSAR perspective. Special thanks to Admiral Van Sice, USCG (Ret) for attending and representing the Pteros...great session...





**Mail Call!** This issue's mail is brought to you by the crew of Air Station Brooklyn and their six HNS-1 helicopters in 1944.

### P4Y-CG Article

I enjoyed the article in the latest Pterogram regarding the Privateer's. One of the surviving CG airframes (BuNo. 66260 aka N7620C) was a frequent visitor to Denver metro area in years past. She was built in 1945 and delivered to the Navy. The Coast Guard flew it from 1952 to 1956 when it was retired. It was converted to a waterbomber in 1958. She crashed on July 18, 2002 near Lyons, Colorado when the left wing separated while making the final approach to a large fire. There were no survivors. At the time, ADM Siler, then retired, of course, had heard about the crash and had written to either the Rocky Mountain News or Denver Post (I don't recall which) and penned a few words about this aircraft which he had flown. As I recall, the article made the front page.

I saw "123" at Jefferson County Airport, where the USFS based their contract aircraft, several times.

Ptero John Longnecker, P-2120

### Jayhawk Delivered



USCG photo by CDR Kevin Kearny

The CG Aviation Logistics Center's (ALC) Medium Range Recovery (MRR) Navy Conversion Project Team recently completed the fourth 'new' MH-60T,

boosting the service's Jayhawk fleet to 43 aircraft. The fourth retired US Navy SH-60F Seahawk to undergo conversion to MH-60T configuration was completed in May and after supporting testing of future fleet-wide upgrades in Elizabeth City, NC, it was delivered to the CG Aviation Training Center in Mobile, AL. MH-60T # 6046 had previously been operated by the US Navy as SH-60F BuNo 164072 and was stricken from the Navy inventory on April 14, 2011.

Originally intended as a gap mitigation strategy to replace three crash-damaged HH-60J/MH-60T helicopters, the conversion program's success resulted in an expansion of the effort that allowed the service to boost the size of its MRR fleet. The ALC was recently directed to begin conversion of a fifth SH-60F, which will further increase the fleet size to 44 MH-60Ts when it is completed in December 2015. ALC has several additional SH-60F airframes that could be converted into Jayhawks including four that were transferred directly from o anti-submarine helo squadron HS-5 before it began its conversion to the MH-60S.

Previous deliveries of 'new' MH-60Ts occurred in 2009, 2011 and 2013.

Thomas Kaminski, North American News Editor, Combat Aircraft Monthly

### Pterogram Sightings



Ptero Ben Stoppe, Aviator 1646, standing on the 0 degrees of longitude line (the Prime Meridian) in Greenwich, England in August.



Ptero Terry Sinclair, Aviator 1453, on a hilltop overlook in Tallinn, Estonia in August.

### 2015 Roost Review

I wish to congratulate everyone on a job well done. Hope everyone got back home safely. The 2015 roost seems to be a complete success. The banquet meal was excellent, much better than I expected for a large banquet style setting and among the best I have ever experienced. This includes various Ham Radio conventions, CG AUX change of Commands, Cosmic Air, & E City Old Timers.

Thank you and hope to be in Mobile next year.

[See **Roost Review** on P. 19]



## Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2015 Honor “grads” which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AMT3 Ryan J. Taylor	Port Angeles	AET3 Cody McKinnerney	Sacramento
AMT3 Joseph D. Shiver, Jr.	Savannah	AET3 Joseph H. Kelly	Savannah
AMT3 Max-Felipe D. Ferreira	Clearwater		



## 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>
4579 Lars D. Anderson	Elizabeth City	4580 Sara E. Cahill	Borinquen
4581 Eric A. Schwartz	Atlantic City	4582 Jacob B. Conrad	Borinquen
4583 Joshua H. Mitcheltree	Atlantic City	4584 Jason R. Weeks	Astoria
4585 Patrick R. Spencer	Elizabeth City	4586 Austin S. English	Elizabeth City
4587 Samuel B. Hafensteiner	San Francisco	4588 Nicholas S. Consenza	Detroit
4589 Cori F. Sanchez	Atlantic City	4590 Matthew S. Swann	Miami
4591 Jared D. Ische	New Orleans	4592 Graham M. Pitcairn	Atlantic City
4593 Kevin P. Smit	Atlantic City	4594 Samuel R. Ingham	San Francisco
4595 Andrew J. Moravec	Savannah	4596 Erik W. Oredson	Traverse City
4597 Jacob R. Naum	Detroit	4598 Daniel J. Gillis	Savannah
4599 Brian A. Acuna	Borinquen	4600 Orly Ben Jacob	Detroit
4601 Terrell D. Jackson	Barbers Point	4602 Robert T. Haas, III	Astoria
4603 Jedidia T. Daleiden	Corpus Christi	4604 Ryan J. Vandehei	Humboldt Bay
4605 Theodore P. Warren	Borinquen	4606 Matthew B. Lane	Cape Cod
4607 Michelle A. Simmons	Cape Cod	4608 Jeff D. Hartman	Elizabeth City
4609 Aaron R. Jones	Detroit	4610 Andrew M. Bogdan	Barbers Point
4611 Sarah C. Blatt	North Bend	4612 Kevin M. Knaup	Barbers Point



Local Pteros gathered on 17 August at the bi-monthly Traverse City Ptero breakfast meeting/get together of former CG aviators and other friends who show up in support. Starting from the left and going clockwise are: John Currier #1877, Carl Pearce #1296, Fritz Barrett (USAF rep: A-10 guy), Larry Kidd #958, Greg Matyas (Airsta TVC CO) #3432, Tom Haase #1948, Bob Gray #1282, Mark Benjamin #1665, Jim Wright #1312, Carl Brothers #970, Russ Gilbert (LT USCG ret). (Photo by Chris Adams (USN rep: F-18 guy))



Ptero Gathering By Ptero Mark Benjamin, Av. 1665

**Dues are tax deductible**

# CG Aviation Association Multi-mission Form

## Apply for or Renew Membership / Update Data / Order Stuff

- New Member    Renewal    Update Information    Ordering Items

Name \_\_\_\_\_ Rank/Rate \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**CHECK BOX(es) IF Spouse, Phones or Emails NOT to be listed in Directories**

Spouse: \_\_\_\_\_  TP Res. ( ) \_\_\_\_\_ - \_\_\_\_\_

Email Res. \_\_\_\_\_  TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_

Email Work: \_\_\_\_\_  TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_

**Sign me up for:**

- Life Membership            **\$250** (includes a Ptero Pin)
- Annual Membership        **\$35** (*Active Duty \$20*)
- Ptero Ball Cap              \$20 (includes postage)
- Chronological History of CG Aviation 1915-2010 CD \$7
- CGAA/Ptero Circular Stick-on Decals \$1 each/3 for \$2 (includes postage)
- Book: 'Float Planes and Flying Boats' by Ptero Bob Workman, Jr. \$25.00 Shipped
- Current Ptero Patch, 4 inch \$8    Old Ptero Patch \$7
- CG Aviator/Aircrew/RS Pennants \$25ea. (includes postage)
- "Number Two"** – The story of CG helo pilot #2, CDR Stu Graham, by Ptero Tom Beard. 28 pg. reprint from AAHS Journal. \$2 each, postage incl.
- Ptero Challenge Coin \$10ea, 2 for \$18, 3 for \$25 (includes postage)
- Ptero Bumper Stickers \$3 each/2 for \$5
- Book: 'Brotherhood of the Fin' by Rescue Swimmer Gerald Hoover \$14 (includes postage)

(Visit [www.AOPtero.org](http://www.AOPtero.org), click on "Store" for more)

Oct 2015 **Please make copies of this form and pass it on.**

**Please check all below that apply:**

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

.....  
 CG Aviator (Data if known:)

Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_

Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_

.....  
 CG Aircrew    CG Flight Surgeon

Exchange Pilot

Service \_\_\_\_\_ Country \_\_\_\_\_

CG dates served:

\_\_\_\_\_ to \_\_\_\_\_

.....  
 Other: \_\_\_\_\_

Please send me how-to-help info!

**MAIL TO:**

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

**Sub-total: \$**

**Shipping (Per Order): \$ 5.00**

**Total Enclosed: \$**

### Gathering of Pteros By Ptero Ray Copin, Aviator 744



On CG Day, Iris and I boated a bit around Lake Union, WA before enjoying lunch at a lakeside restaurant. Four Pteros and their wives and a Ptero widow were aboard. The group: L to R – Delgene (1291) and Cordelia Phillips, Art (724) and Pam Ladley, Ray (744) and Iris Copin, Jim (729) and Barbara Doughty, Marilyn Hill (Rick Hill – 895).



**Ptero Copin  
at the helm.**

### ROOST REVIEW FROM 17

I hope you will again include a happy hour with the old flight suits, jackets, etc. I am kicking myself for not wearing the green combat fatigues we were issued while flying the 1414 all around Thailand and Vietnam for over a month in 1969 on a LORAN calibration flight. They had our name, US Coast Guard, and our wings on them. Billy Murphy was AC, Dick Herr was the copilot who at the time was a LT but later grew up to be Vice Commandant.

Ptero Alan Zack, P-2843  
Amateur Radio Station K7ACZ  
Official USCG Auxiliary Comm Station  
Las Vegas, Nevada, USA  
Delta Rocket Quality Engineer, The Boeing Company, Retired  
Aviation Chief Warrant Officer, U.S. Coast Guard, Retired



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AirSta Los Angeles Highlighted, Pg. 15



MCPO Clay Hill (L) receives a certificate from Ptero CAPT (Ret.) John Whitehouse, Aviator 1651, CGAA Rep., acknowledging Hill as the new CG Enlisted Ancient Albatross.  
*[See Story on Pg. 3]*



Artist's conception of HH-52A 1426 suspended in military aircraft wing of Udvar-Hazy Air and Space Museum  
*[See related story on Pg. 5]*

MAIL Pg. 17

**THAT'S NOT ALL !!**