



PTEROGRAM

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

Sitrep 3-17 Fall 2017

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

CONTENTS

President's Corner.....2	New Enlisted Ancient Al Welcomed Aboard.....3
Enlisted Ancient Al Report to Pteros.....3	CGC Oliver Berry Accepted by CG.....4
Intl. Forest of Friendship Induction.....4	The 'Racing Stripe'—50 Years of CG Identity.....5
2017 Roost Re-cap.....7	AirSta Cape Cod Holds Air Medal Ceremony.....11
CG Flight Training During the Past 100 Yrs.12	Ancient Al #25 Letter to Pteros.....13
AirSta Traverse City Transitions to H-60.....13	Ptero Participates in CGC Commissioning.....13
The 'Duck' Memorial—Honoring WWII Heroes.14	AirSta Sitka Highlighted.....15
New Aviators & ATTC Grads.....18	Membership Application/Renewal/Order Form..19

Pforty-pfirst CGAA Roost Celebrated in Atlantic City



Our outstanding pforty-pfirst annual gathering honoring CO Ptero CAPT Eric 'Jackie' Gleason, Av. 3316, and the men and women of Air Station Atlantic City was held at the Resorts Casino Hotel in Atlantic City from 13-15 September! BZ to Roost co-chairs Pteros Dale Goodreau, Av. 1710, & Jeff Pettit, Av. 2188, & their committee: Laura

Goodreau, Nanci Pettitt, Christine Hunt, Steve Baxter, Av. 3782, Pteros Doug Daeffler, Av. 2193, Tom King, Av. 1775, Smith Kalita, Av. 2377, Cathie Zimmerman, P-2449, Jim Hubbard, Av. 2375, Phil Volk, Av. 1644, Jay Crouthers, Av. 1360, Paul Ratte, Av. 2539, Bob Powers, Av. 1458, & CG Auxiliaries Joseph Smith, Paul Casalese, Lawrence Galiano, Tawney Gutierrez, & Pteros Rev. Tom Brouillard, Kathryn Krukiel, & Warren Iredell. Please see Page seven for a report of the proceedings.



Ptero CDR Stewart Graham, Aviator 114 & CG Helo Pilot #2, Interred at Arlington National Cemetery

On 26 October (the 45th anniversary of the passing of Igor Sikorsky), CDR (Ret.) Stewart R. Graham, who passed away on 13 August 2016, and his wife Mae, were interred at Arlington National Cemetery in Arlington, VA. About 30 members of the Graham family, along with Ptero Sergei Sikorsky and his wife, Elena, Ptero Prez Jim Van Sice, Ancient Albatross RADM Charles Ray, former Ancient Al VADM John Currier, Av. 1877, (who coordinated the ceremony logistics), Pteros AEC Mike Ruhlin, P-4254 (who provided beautiful souvenir toasting glasses), RADM Rudy Peschel, Av. 1146, RADM Mel Bouboulis, Av. 2915, and numerous other Pteros, spouses, and Active Duty Coasties attended. Ptero Joe Kimball, Av. 3211, presided. As a fitting tribute to Stew, there was a breathtaking formation flyover by an MH-60 and an MH-65. One of the highlights mentioned about Stew's career was that he was designated as a helicopter pilot after only three hours of instruction from CAPT Frank Erickson. [See **STEW GRAHAM** on P. 2]



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 2017, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 19 or the website. MOVING?? Please let us know.
<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

Executive Board
President
RADM Jim Van Sice
(703) 256-3093

Executive Vice President
Mark D'Andrea
(253) 394-4642

Executive Director
Ben Stoppe
(703) 901-8430

Executive Secretary
Paul Milligan
(703) 730-3647

Treasurer
Ben Stoppe

Asst. Treasurer
Vacant

Board Members
Vice Pres. History
John 'Bear' Moseley
Scribe/Editor
Steve Goldhammer
Vice Pres. Development
Vacant
*Vice Pres. Communications/
Media Support*
Gary Gamble
ALPTERO Coordinator
Tom Rich
Membership Data Base Mgr.
Gary Grow
Historian
Tom Beard
Vice Pres. Annual Gatherings
Jay Crouthers
Vice Pres. Membership
Jack McGrath

Paul Langlois-at large
Ancient Albatross
VADM Charles Ray-ex officio
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. Reproduction of Pterogram for further distribution is authorized & encouraged. Correspondence may be sent to: AOP
P.O. Box 940
Troy, VA 22974
or
Editor, Pterogram
4816 Powder House Drive
Rockville, MD 20853
Email: SEGGoldham@aol.com

A Message from 1777 (CGAA/AOP President):



Greetings, Fellow Pterodactyls: Another summer has passed and we have held yet another "roost," this one in Atlantic City. Dale and Laura Goodreau and the team of volunteers that assisted them did a spectacular job of putting on a very enjoyable and affordable middle of the week "roost." I personally enjoyed the comradery of all those in attendance. Jeff Pettitt did a great job as MC, and may have earned that role for future "roosts." CAPT "Jackie" Gleason and all of AirSta Atlantic City were terrific hosts. The active duty participation was great especially considering the operational commitments incurred by multiple hurricanes impacting the South and Southeast. VADM Charlie Ray and AMTCM Kit Harris attended as well as HQ representatives from Ops., Engineering and Safety. Congratulations to our award winners!

I also attended the Ancient Enlisted Albatross Change of Watch ceremony in Savannah on July 14th where ASMCM Clay Hill was relieved by AMTCM Kit Harris. Thanks to AirSta Savannah and the CG for continuing to honor our aviation personnel and their service in such a meaningful way.

I was honored to be able to attend the memorial and interment service for CG helicopter pilot number two, Stewart Graham. I think virtually every aviator at CGHQ turned out for the ceremony, and meeting CDR Graham's family was a wonderful experience. I want to thank VADM (Ret.) John Currier for his efforts to ensure the family was appropriately informed and hosted in the military environment surrounding the services and reception.

We will be embarking on a couple of projects in the near future that will require membership approval. First is the renovation of an HH-3F that is currently located at the National Naval Aviation Museum. The cost estimate is \$30K, with completion of the restoration scheduled for ninety days from project approval and it will be displayed on a concrete pad outside the CG exhibit. The second project is one of which I have just become aware and has not yet been vetted within the Executive Board. However, I believe it could be the most important work ever undertaken by our organization. We may (with membership approval) have an opportunity to partner with a company to locate and recover the remains of LT Pritchard and his aircrew RM1 Benjamin Bottoms. LT Pritchard's sister still resides in Annapolis and Benjamin Bottoms' son is still alive. We may have the chance to bring home the remains of the last two CG aviation MIAs from World War II. I plan to meet with the company President in very early November.

Finally, in accordance with our by-laws, we are overdue to hold an election to replace our 4 elected officers. We have not been successful in develop [See **PREZ MSG.** on P. 4]

Taps

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

Diana M. Jones (Spouse of Ptero Kyle Jones, 1438), 7/12/17
Sue Fritts (Spouse of Ptero James Fritts, P-3336, Deceased), 8/13/17
Robert A. Carlston, 688, 8/16/17
Jeffrey J. Hamilton, 1355, 8/15/17
Norman Paulhus, Jr. P-3162, 8/25/17
Teresa Coursey (Spouse of Ptero Roger Coursey, 1619), 8/23/17
Myrna Resnick (Spouse of Ptero Paul Resnick, 906), 8/_/17
RADM William Schwob, P-2718, 9/20/17
Joan Johanson (Spouse of Ptero RADM Robert Johanson, 869), 10/29/17

STEW GRAHAM FROM 1 A reception (graciously funded by the Sikorsky Aircraft Division of the Lockheed Martin Co.) followed at Patton Hall, the Ft. Myer All Hands' Club. Several moving tributes to Stew were presented. The CG Historian's office provided a wonderful display and slide show of Stew's career achievements at the reception. (Photos courtesy of Mattox Photography) [See related story in Pterogram 3-16...Ed]



CAPT Kimball presents Stew's flag to Ross Graham and other family members.



Ross Graham (L, Stew's son), nephew Sam Lester, VADM Currier, & Stew's son, Bill Graham, toast Stew.

Enlisted Ancient Albatross Change of Watch Ceremony Conducted

By CG 7th District Public Affairs Det. Jacksonville



ADM Paul Zukunft, Commandant of the CG, addresses the audience on July 14, 2017 during the Ancient Albatross ceremony at Air Station Savannah, GA. Master Chief Clay Hill transferred the title of ancient albatross to Master Chief Kit Harris while Zukunft presided over the ceremony. (USCG photos by PO3 Ryan Dickinson)

Ptero Prez RADM Jim Van Sice, Aviator 1777, represented the CGAA at the ceremony. He presented Master Chief Hill with a hatching egg with a Pterodactyl emerging and a framed Rescue Swimmer pennant from the CGAA and Master Chief Harris with his Ancient Albatross Designation Certificate and a framed print of the first CG aircraft on behalf of the Foundation for CG History.



ASTCM Hill addresses the audience. Hill is the 10th Enlisted Ancient Albatross and the AST Rating Force Master Chief at CG Headquarters.



Master Chief Hill congratulates Master Chief Harris after transferring the title of the Enlisted Ancient Albatross. The Enlisted Ancient Albatross Award was established in 1988 for the enlisted member on active duty with the earliest graduation date from "A" school in a Coast Guard aviation rating.



AMTCM Kit Harris addresses the audience. Harris is the 11th Enlisted Ancient Albatross and the AMT Rating Force Master Chief at CG Headquarters.



ASTCM Hill transfers the Enlisted Ancient Al garb to AMTCM Harris.

A retirement ceremony for ASTCM Hill and a reception funded by the CGAA followed.

Congratulations!

Enlisted Ancient Al #11 Report to Pteros

It was an honor to attend this year's CGAA Roost in Atlantic City! My wife, Amber, and I really enjoyed the tour of Cape May. The real highlight was the banquet on Thursday evening. I was honored to assist in presenting awards to this year's winners. However, the best part of the roost for me was at the end of that evening when I had the opportunity to speak to the aviator with the earliest pilot number. I don't recall his name but it was announced that he went to the CG Academy in 1946. As we were discussing the Ancient Albatross leather coat, I explained to him that it was an authentic flight jacket on loan from NAS Pensacola. Then I showed him the name tag and wings on the leather coat, bearing the name D Gershowitz. He replied that he knew D Gershowitz and then shared some memories about him. He said they called him the "Flying Rabbi" and that

he flew around with his dog. I was delighted to hear these stories about the original owner of the Ancient Albatross flight jacket/coat. What a great opportunity to learn a little history from the people that lived it. Thank you Pterodactyls!

I recently met with the ATTC leadership and discussed numerous C School training initiatives. I also took the opportunity to meet with all of the current AMT A School



students. This was an outstanding opportunity to pass information and hold discussions on topics that are affecting the rating. I addressed the Graduating AMT A School Class 135-17, and presented a coin to the Honor Graduate, AMT3 Christopher Gutierrez. Ptero Kit Harris, P-4427

CGC Oliver Berry (WPC 1124) Accepted by Coast Guard



CG Photo by LTJG Peter Driscoll

On 27 June, the Coast Guard accepted the CGC Oliver Berry, the 24th Fast Response Cutter built by Bollinger Shipyards, in a ceremony at CG Sector Key West. The 154-foot cutter with a crew of 24 will be homeported in Honolulu.

The Oliver Berry is tentatively scheduled for commissioning in October in Honolulu. It is the first Fast Response Cutter to be stationed in D14.



Gander Rescue Crew (L to R): LT A. N. Fisher; LT Stewart R. Graham; CPO Oliver F. Berry, ACMM; CPO Leo Brzycki, ACMM; CPO Cozy Eldridge, ACMM; and PO1 Merwin Westerberg, AMM1c. Photo illustration (black/white original) by PO2 Seth Johnson.



CO LT Kenneth Franklin accepts CGC Oliver Berry from Mr. Alan Harker, FRC contracting officer.

The cutter's namesake, Oliver Berry, is the first enlisted helicopter mechanic in naval aviation history and was an instrumental part in pioneering the use of the helicopter for Search and Rescue after WWII. In September 1946, he successfully disassembled a helicopter at AirSta Brooklyn, organized transportation from New York to Newfoundland, Canada, and reassembled the helicopter for use to rescue 18 stranded passengers of a Belgian airliner that crashed near Gander, Newfoundland. He subsequently received the Silver Medal of the Or-

der Of Leopold II from the Belgian monarchy for his efforts. He passed away in 1991.

The Fast Response Cutter is replacing the aging Island-class 110-foot patrol boats and features advanced command, control, computers, intelligence, surveillance and reconnaissance equipment, as well as an over-the-horizon cutter boat. She features advanced seakeeping capabilities and can achieve speeds of more than 28 kts. She has an endurance of five days. The CG plans to procure 58 Fast Response vessels.

Oliver Berry is designed for multiple missions, including law enforcement, fisheries enforcement, waterways and coastal security, search and rescue, and national defense. (D14 News Release)



PREZ MSG. FROM 2 ing a slate. While Ben Stoppe, Mark D'Andrea and I are willing to serve another term as Treasurer, VP and President if no replacement volunteers are seeking those positions, Paul Milligan has asked to be relieved of the position of Secretary. If you are willing to serve, please contact me at falconer74@hotmail.com.

Fly safely! Jim Van Sice, Ptero 1777

LT La'Shanda Holmes Inducted into International Forest of Friendship



Nestled just west of the Missouri River is a small town of less than 13,000 where the spirit of Amelia Earhart is alive and well. It is here that in the late 70's the town along with the Ninety-Nines - an international organization of women pilots - partnered to create the International Forest of Friendship (IFoF). The IFoF is a collection of trees and a memorial forest dedicated to the men and women engaged in aviation and aerospace. With each step through the winding path of the forest lies an engraved stone with names such as General Colin Powell, Chuck Yeager, Sally Ride, Ptero VADM Vivien Crea, Aviator 1820, and the Wright Brothers - each of them with their own state tree. The newest addition to the forest lies in front of the North Carolina White Pine: LT La'Shanda Renee Holmes, Aviator 4259.

LT Holmes is a native of Fayetteville, NC and no stranger to adversity; losing her mother at the age of two and later adopted by a family relative. Years later - because of dysfunction in the home - Holmes was placed into the foster care system where she moved home to home until finally finding a family prior to graduating high school. LT Holmes, determined to forge a new way for herself, worked on an assembly line in Fayetteville, North Carolina to save money to afford to go to her dream school - Spelman College. That dream came true for her in the fall of 2007, but little did she know that change was still to come.

During a career fair at Spelman College, LT Holmes, now a Bonner Scholar in her sophomore year, was promoting community service opportunities at a booth adja-

cent to a USCG recruiter: Senior Chief Dexter Lindsey (ret). All day she watched the recruiter attempt to persuade the young women to come to his booth and learn more about the Coast Guard with many failed (but comical) attempts. Holmes, feeling sorry for the recruiter, walks over at the end of the day to thank him for his service to our country and for attending the career fair. He then says "Well, can I tell you a little about the Coast Guard?" "Sure," Holmes replies. Within five minutes, Holmes was sold on the College Student Pre-Commissioning Initiative (CSPI) program and by that summer she was off to boot camp.

After graduating from Spelman College, LT Holmes went on to Officer Candidate School and was immediately accepted to naval aviation flight training in Pensacola, Florida. Upon graduation in May 2010, she became the Coast Guard's first African-American female to fly helicopters. Holmes served at Air Station Los Angeles and Air Station Atlantic City between 2010-2015 before being selected as a Presidential Appointee un-

der the Obama Administration. Here she worked in DC with the highest levels of government, studied policy issues domestically and abroad, and served as the Special Assistant to the NASA Administrator, General Charles F. Bolden. LT La'Shanda Holmes was inducted into the International Forest of Friendship on June 17, 2017 in Atchison, Kansas....just a few stones away from her previous boss and astronaut, Gen. Bolden.



The North Carolina Pine (often called the Eastern White Pine) has been known throughout history for its fast growth and tolerance for harsh soil - the same can be said for LT Holmes. In spite of the circumstances, LT Holmes has risen to the occasion and has grown into a respected role model, officer, and pilot. Never resting on her laurels, she has regained her Aircraft Commander status and in June 2017 was accepted to the Council on Foreign Relations - an independent, non-partisan, think-tank based out of DC and NYC.

LT Holmes is now stationed at Air Station Miami where she predominately flies Search and Rescue, Counter Drug, and Law Enforcement missions.

[See related article in Pterogram 2-10...ED]



The "Racing Stripe"—Fifty years of Coast Guard Brand Identity By William H. Thiesen, Ph.D. Atlantic Area Historian, United States Coast Guard

In the modern history of the United States Coast Guard, there has been a rapid shift from mistaken identity to a brand identity. One case provides a perfect example of this identity problem. On ocean station in October 1956, Coast Guard Cutter *Pontchartrain* came to the aid of a downed trans-oceanic passenger aircraft. On the 19th, the Pan American clipper *Sovereign of the Skies* lost two of its engines *en route* from Hawaii to California. After the aircraft radioed the cutter and ditched in the ocean, the cutter sent out its smallboats and gathered up all thirty-one passengers and crew. One survivor no sooner gained the safety of the cutter's deck, when he gratefully exclaimed, "Thank goodness for the Navy!" Unfortunately for the Coast Guard, this case was one of many in which the Service seemed unrecognizable to the public it served.

John F. Kennedy was acutely aware of the importance of image-building, having relied on it in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and First Lady Jackie Kennedy began an effort to re-make the image of the presidency. With the aid of professional designers, the first lady completed the

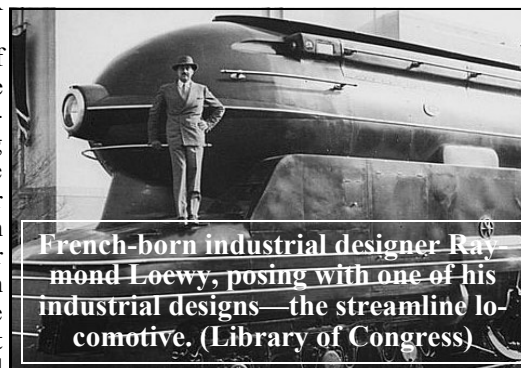
The Kennedy's also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.

Kennedy next undertook a re-design of the presidential jet *Air Force One*. The president believed an initial design provided by the Air Force was too regal looking and, on the advice of the first lady, he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over in the post-war period. Loewy's *Air Force One* design won immediate praise from Kennedy and the press and the aircraft became an important symbol of the president and the United States in official visits in the U.S. and overseas.

Delighted by the look of *Air Force One*, Kennedy granted Loewy's request for a meeting on May 13th, 1963. During the meeting and a second held a day later, the men discussed improving the visual image of the federal government and Kennedy suggested the Coast Guard as an appropriate agency to start with. Soon after, the design firm of Raymond Loewy-William Snaith, Incorporated, received a contract for a ninety-day feasibility study and, in January 1964, the firm presented its findings to Coast Guard leadership.

With its experience in designing industry trademarks, Loewy-Snaith recommend-

ed the CG adopt an identification device similar to a commercial trademark. The firm believed the symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems, and easily adapted to a wide variety of air and sea assets.



The CG established an *ad hoc* committee to work with Loewy-Snaith on the project and, on June 19th, 1964, the CG signed a contract to "accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard." On March 21st, 1965, during an all-day session, representatives from Loewy-Snaith presented their findings to the Service and on the same day CG chief of staff, Rear Admiral Paul Trimble, agreed to proceed with the "Integrated Visual Identification System."

During the development process, Loewy-Snaith selected a wide red bar to the upper right of a narrow blue bar canting at sixty-four degrees and running from right to lower left. The Loewy-Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the “Racing Stripe” or “Slash” emblem. Next, the Racing Stripe design was tested on cutters and facilities in Florida due to milder weather conditions and the wide variety of sea assets stationed there. The prototype Slash was affixed to the cutters *Diligence* and *Androscoggin*, a buoy tender, vehicles, and buildings at Base Miami. At North Carolina’s Air Station Elizabeth City, the Slash was affixed to an HH-52 “Seaguard” helicopter, HU-16 “Albatross” amphibian and HC-130 “Hercules” turbo-prop aircraft.

On May 4th, 1966, the Service’s *ad hoc* committee for testing the Visual Identification System sent to the commandant a favorable report regarding service-wide use of the Racing Stripe. During the prototyping process, the Coast Guard’s selection committee had decided against the Loewy stylized shield and opted for the Service’s traditional shield emblem instead. While the plan received the stamp of approval, details had to be ironed out over several months. By early spring 1967, most outstanding issues had been resolved, including the type-font for lettering and



specific paint color specifications. And, on April 6th, 1967, Commandant Edwin Roland issued Commandant Instruction 5030.5, which ended four years of study and experimentation and ordered service-wide implementation of the

Integrated Visual Identification System.

Initially, the adoption of the Racing Stripe met with resistance from the Coast Guard’s service culture. However, over the course of the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the Service. By 1975, the Coast Guard’s sail training ship *Eagle* remained the last asset not sporting the emblem. Traditionalists had long held that the Racing Stripe would destroy her classic lines and opposed application of the emblem to her bow. However, with preparations underway for Operation Sail 1976 to

celebrate the nation’s Bicentennial and *Eagle* to serve as the host ship, Coast Guard leadership saw an opportunity to present the Service’s brand identity to the world and distinguish *Eagle* from the other tall ships. The Racing Stripe received a public stamp of approval when CBS news anchor, experienced sailor and OpSail TV commentator, Walter Cronkite, singled out *Eagle* and her Racing Stripe logo with approving remarks.



The Coast Guard’s Barque *Eagle*, the last asset to receive the Racing Stripe, took on the emblem in 1976, just prior to the OpSail ’76 celebration. (CG Collection)

Over the past fifty years, the Service and its missions have been associated with the Racing Stripe symbol and its unique color scheme. During this time, the U.S. Coast Guard has served throughout the world and collaborated on variety of levels with foreign coast guards and sea services. These activities include training, international patrols, liaison personnel, and advisors to foreign sea services. And in modern operations, such as Operation Iraqi Freedom and the deployment of Cutter *Dallas* during the war between Russia and Georgia, the presence of CG cutters with the Racing Stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the Service’s reputation and brand identity throughout the world.

The Integrated Visual Identification System stands as the most successful branding program of a federal agency in U.S. history. Since the 1970s, the Coast Guard Racing Stripe design has been applied to assets not commonly associated with the Service. With alterations in coloration and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the U.S. and for scores of foreign sea services. In the future, Coast Guard assets will continue to feature the coloring and emblem developed fifty years ago to identify the Service and distinguish its assets from other sea services.

Where many could not identify Coast Guard cutters before the Service adopted a brand identity, most individuals connected with the water do so now. Some of this recognition is a credit to the many missions carried out by the Coast Guard around the clock 365 days a year. However, some of this recognition is a credit to the Coast Guard’s adoption of the Racing Stripe symbol. Thanks to a visionary president, talented industrial designers and Coast Guard leaders who saw the importance of a Service brand identity; the assets of the Coast Guard are now easily identified by millions of individuals world-wide who share a connection to the sea.



The distinctive white hull and Racing Stripe emblem of the Coast Guard served to de-escalate tensions during the cutter *Dallas*’s visit to Georgia, during that country’s hostilities with neighboring Russia. (CG Collection)



In various colors and sizes, the Racing Stripe became a common emblem for federal, state and local law enforcement and sea service vessels, as with these Customs and Border Patrol assets. (U.S. Customs and Border Patrol)



Atlantic City Ptero Roost Re-cap By Ptero Steve Goldhammer, Aviator 1207



Martitha Taylor (L), Jack McGrath, Jay Taylor, 'Pop' Shelley, Don Vaughn & Ye Ancient Scribe.

At least 20 MH-65s from many AirStas stand ready on 8 September at ATC Mobile to respond to Hurricane Irma's aftermath after their short respite from responding to Hurricane Harvey. BZ to all CG aviation crews!



Our forty-first annual gathering kicked off in fine fashion with the renewal of old acquaintances (and making new ones) in the hospitality suite on 12 September. Health issues and the perils of mother nature, in the form of the remnants of Hurricane Irma, limited our attendance this year to about 150 hearty souls. Many more Pteros who had initially registered had to cancel due to professional responsibilities and/or Irma-associated priorities. Even the Aviation CO's conference, scheduled earlier in the week at ACY, was postponed until November, and rightly so. [Your CGAA donated \$5K to the Coast Guard Foundation's Disaster Relief and Response Fund for hurricane relief support to affected active duty Coast Guard families. The \$5K will be matched by an anonymous donor to the Coast Guard Foundation...Ed]

The oldest Ptero in attendance was Don Vaughn, Aviator 547. Don is a sprightly 94-years young and is our fourth-oldest living Ptero.

18 golfers participated in the Roost best-ball golf tournament at Avalon Golf Club on Wednesday. Thanks to Steve Baxter, Aviator 3782, for coordinating the event. The beautiful day was only interrupted by a few passing showers. The winning team, with a score of 60, was Steve Baxter and Pteros Jim Hubbard, Aviator 2375, and George Heintz, Aviator 2220. Closest to the pin AND longest drive were won by Ptero Bud Tardiff, Aviator 1349. Congrats!



The Naval Air Station Wildwood Visitors.
Bob Powers Photo.



Roost volunteer Ptero 'Smitty' Kalita welcomes Pteros.



The Winners: Bud Tardiff (L), George Heintz, Steve Baxter, & Jim Hubbard!

An excursion to Historic Philadelphia was enjoyed by several Roosters as was a visit to the Naval Air Station Wildwood Museum and Cape May Winery Tour and Tasting.

Wednesday night's Roost Cocktail Reception was at the beautiful Margaritaville restaurant adjacent to the hotel. The food was delicious and the camaraderie was superb. After a suspenseful wait, 'Jimmie' finally made his promised appearance; Ptero Prez 'Jimmie' Van Sice, not the 'Jimmie' we

expected.



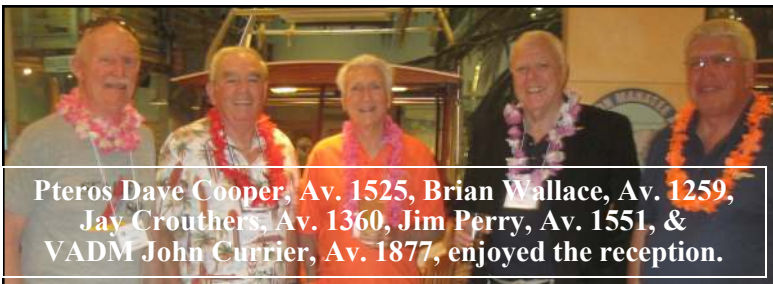
Ptero Merrill Wood, Av. 700, (L), Mona Wood, Beth Flythe, Ptero 'Butch' Flythe, P-2939, & Judy Alden enjoyed the wine. Bob Powers photo.



AirSta ACY Command Master Chief AETCM Steve Doria (L) and CO CAPT 'Jackie' Gleason.



**Our hosts, the 'Blues Brothers'
Jeff Pettitt (L) & Dale Goodreau.**



**Pteros Dave Cooper, Av. 1525, Brian Wallace, Av. 1259,
Jay Crouthers, Av. 1360, Jim Perry, Av. 1551, &
VADM John Currier, Av. 1877, enjoyed the reception.**

The festivities continued on into the night at the Hospitality Suite.

Ptero Prez Van Sice called the annual CGAA Business meeting to order at 0800 on Thursday. Ptero Goldhammer read the 'Airman's Prayer' and the list of deceased members in the past year. Ptero Dave Cooper, Aviator 1525, gave a presentation commemorating the 75th anniversary of Medal of Honor winner Douglas Munro's passing at Guadalcanal on 27 September 1942.

Prez VanSice thanked all present for attending and said that, since there were only about 50 attendees, we didn't have a quorum of 90 (5% of membership as required by Alabama law) so no votes could be taken. Ptero RADM Dave Kunkel, Aviator 1726, said that we hardly ever have a quorum at our Business meetings and suggested that any items requiring a decision be sent out to the membership via AIPtero for an electronic vote. Ptero VanSice remarked that CGAA VP Mark D'Andrea, Aviator 2359, who usually conducted the business meeting, was unable to attend due to Hurricane Irma. Also, CGAA Historian 'Bear' Moseley, Aviator 743, who was to receive a CGAA President's Award at the banquet for his work on the History of CG Aviation CD and the update of the Ptero website, could not attend due to Irma. Jim announced that the minutes of last year's Business meeting will be sent out via an AIPtero.

A compelling presentation on the state of CG Aviation and the CG response to

Hurricanes Harvey and Irma was made by Ptero CAPT Joe Kimball, Aviator 3211 (CG-711), CAPT Tom MacDonald, Aviator 2970 (CG-41), and Ptero CDR Chris Wright, Aviator 3751 (Chief of CG Safety Programs). CAPT Kimball reported that Ptero Past Prez George Krietemeyer, Aviator 913, had recommended that a donation be made to the Morale Fund of each AirSta for a post-hurricane all hands pizza party. Prez VanSice thought we should make a donation to CG Mutual Assistance instead, but that can't be decided today.

CDR Wright said change management is the latest issue in CG aviation safety due to the much more sophisticated aircraft in the inventory. Lots more training and an increased focus on safety are needed. There's a new standardized Risk Management framework and an update of the manual.

CAPT MacDonald said there have been many dynamic changes in CG aviation maintenance and cultural changes in the aircrews.

CAPT Kimball said we could just not answer the phone and do nothing at CGHQ and CG aviation would continue to do its job superbly; e.g., the response to Harvey & Irma. CG aviation's performance was 'truly inspiring.' Regarding efforts to recover the crew of the Grumman J2F-4 'Duck' that crashed in Greenland in 1942, CAPT Kimball said there was a ceremony in August in Kulusuk, Greenland that was attended by Nancy Pritchard Morgan (93), sister of John Pritchard, John Morgan (Nancy's son) and Ed Richardson (stepson of Benjamin Bottoms) to honor the memory of LT John Pritchard, PO1 Benjamin Bottoms, & AAF Cpl. Loren Howarth. James Salazar, with Arctic Hotpoint Solutions, had a plaque commissioned to commemorate the 75th anniversary of the crash while Nancy, and her son John, were still living.

CAPT Kimball said a funeral service will be held on 26 October at 1100 at Arlington Nat. Cemetery for Ptero CDR (Ret.) Stewart Graham, Aviator 114, CG Helo Pilot #2 and CG Surfman #68.

Regarding Harvey and Irma, CAPT Kimball said he felt like a proud father watching what CG aviation was doing. There were 68 people on watch at CGHQ taking 1,000 911 calls per hour from people in distress in the Houston area. Google maps were used and info sent to the iPads in CG helos to guide them to the scenes of distress. Ptero CDR Jim Spitler, Aviator 3486, the new

AirSta Houston CO, did an outstanding job hosting over 20 CG helos and many CG FW assets conducting logistics operations. The CG rescued over 1,100 people while safely flying over 1,500 hours. There are videos of some of the rescues on the Ptero website. UAVs were also used to locate people in distress.

Regarding the shortage of CG Rescue Swimmers, CAPT Kimball said there are only two other kinds of people who don't mind having someone hold their heads underwater: surfers and water polo players. The CG has sent people to beaches and swim meets to recruit those kinds of people to become Rescue Swimmers. They are guaranteed RS school after graduation from boot camp. Right now there are about 35 of them in boot camp. Ptero Butch Flythe, P-2939, recommended sending 'Silver Fin' members to high schools to speak about the Rescue Swimmer program. CAPT Kimball said the CG brought a retired RS back on active duty for Hurricane Harvey. He said that, 'When urgent things pop up, we can do extraordinary things with policy.'

Regarding pilot retention, CAPT Kimball said there has been a great attrition in the last five years to the airlines and there aren't enough pilots in the military to fill the upcoming airline 65-year old retirement gap. The CG is offering bonuses to 'buy up' obligated service. The CG is buying predictable attrition; it's cheaper than the investment in more CG instructors in Pensacola and Mobile.

Prez Van Sice mentioned that CAPT Kimball will be retiring next summer.

Ptero Executive Director/Treasurer Stoppe gave the Treasurer's Report: we had \$64K of corporate support in 2016, but less so far this year. We're losing retired CG Points of Contact in organizations. We urgently need a VP of Development. We're solvent; our assets are about \$150K. Funding of Ptero Flythe's presentations to the ATTC graduating classes will continue. Ben reviewed the status of the Petty Cash fund; new Membership VP Ptero Jack McGrath, P-2666, verified the presence of the lockwasher.

Prez Van Sice said since there were no candidates there would be no election of officers. He recognized attending Sponsor reps including Pteros Flythe of Capewell Aerial Systems, Joe Mihelic, Aviator 2414A, of Telephonics Corp., Larry Farmer, P-2898, of Switlick Survival Products, and two others.



Regarding the 2018 Roost, Ptero Mark Benjamin, Aviator 1665, reported that it would be at Great Wolf Lodge in Traverse City from 6-9 September. The Roost Committee is a cadre of the 'Breakfast Club' that meets twice monthly. Preparations are already underway. There should be no conflicting hurricanes.

Ptero Jay Crouthers, Aviator 1360 & CGAA Annual Gatherings VP, spoke on the possibility of conducting Roosts every other year. He said the issue is the deservedly suitable recognition of annual awardees. It's difficult to find host volunteers and an appropriately sized venue. He prefers to keep it annual. Ptero Frank Cole, Av. 1417, suggested recognizing awardees at their home units among their peers. Jay said he would look at that but he doesn't want to slight people in the off years.

Ptero Crouthers also reviewed the status of the Ptero Store. He said the 2016 Centennial Year sales were very successful. He and Lorie Stout are trying to develop products that people want. They take credit cards. He said we should 'buy a lot.'

Regarding the change in CGAA leadership, Prez Van Sice said that most of the officers have been doing this for a long time and we need talented young volunteers to create turnover and help the organization to thrive. He said a Roost with a Business Meeting and an Awards Ceremony are essential every year. He loves the CGAA. Going to awards every other year would be a travesty. The CGAA has two unique awards: the Roulund Rescue Swimmer awards and the Hall of Honor awards. They need to continue.

Ptero VADM John Currier, Aviator 1877, spoke about the new CGAA project. He is on the board of the National Naval Aviation Museum in Pensacola and next year is the 75th anniversary of naval helicopter pilots. The CGAA will be funding the \$50K restoration of an HH-3F presently sitting outside the museum. Sikorsky is providing \$2.5K toward the restoration. The goal is to move the H-3 inside after it is restored. VADM Currier and Ptero Past Prez George Krietemeyer, Aviator 913, nominated CG CAPT Carl VonPaulsen to the Naval Aviation Hall of Fame.

Ptero Stoppe said there will be a dues increase of \$5/year for active duty and retired members starting on 1 January. Life membership will also increase from \$250 to \$275. Dues are deductible.

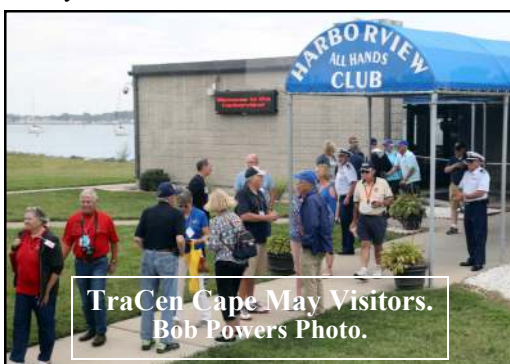
Ptero Gary Gamble, Aviator 1826, spoke of the magnificent update of the CGAA website by Ptero 'Bear' Moseley, Aviator 743, and Margaret Jordan that took one year to complete.

Ptero Bob Powers, Aviator 1458, was commended for his outstanding performance as Roost photographer over the past five years.

The meeting adjourned at 0950.

Thursday's excursion was a trip to TRACEN Cape May, the Physick Estate,

and a Cape May Victorian District Trolley Tour.



TraCen Cape May Visitors.
Bob Powers Photo.

After the cocktail hour, the Roost banquet ensued. MC Ptero Jeff Pettitt, Aviator 2188, told a few 'Jersey' jokes and encouraged us to break into applause whenever he was talking. CG Auxiliaries COL Thomas Brouillard, USA (Ret.) presented an eloquent Invocation:

'For the dreams of youth that drew us to the skies, Dear Lord, we are truly grateful and, with hearts full and dreaming still, we invite Your presence among us tonight. With Your help we achieved our heart's desire – As Coast Guard aviators, we defended the Homeland, protected the environment, and saved lives. Tonight we come together to remember and celebrate those many times when you blessed us with more courage than caution and more determined commitment than common sense.

We come together, as well, to remember our comrades, untimely dead; asking Your blessing on all who flew and still fly in common cause with us. Let us share friendship, revel in past glories, and marvel at our incredible luck.

Let us honor those who have succeeded us and support them as they carry on with the mission in an increasingly uncertain world. As you blessed us in our time; we pray Your continued blessing on them.'

AirSta CO 'Jackie' Gleason welcomed us all and thanked Roost co-chairs Goodreau and Pettitt for being the 'sled dogs' for this event. MC Pettitt had all Brooklyn and Cape May veterans stand up to be recognized. CAPT Joe Kimball told us that this would be his last Roost as the Chief of CG Aviation Forces. He thanked the CGAA, especially for preserving the CG Aviation Centennial, and said he's humbled by what they do.

MC Pettitt recognized the CGAA sponsors attending the banquet and introduced attending Ancient Al's and Flag Officers.

Prez Van Sice expressed his affection for the Roost experience and thanked Pteros Tardiff and Don Winchester, Avi-

ator 1352, for carrying him around the golf course. He said that the awards are the reason for the Roost. He recognized Roost co-chairs Goodreau and Pettitt who introduced their attending committee members. He then asked all CG aviators present to stand so the oldest aviator attending could be recognized. The last man standing was Ptero Frank 'Pop' Shelley, Aviator 633, 92 years young.

The annual awards were then presented.

The CGAA 2017 Victor Roulund Rescue Swimmer Meritorious Achievement Award was presented to Pteros ASTCM (Ret.) Scott Dyer, RS-8, ASTCM John F. Hall, RS-375, USCG, and AST1(Ret.) Richard "Rick" McElrath, RS-17



Master Chief Dyer was cited for his three decades of service to the CG's Helicopter Rescue Swimmer program. After being one of the first ten CG graduates of the Navy's rescue swimmer school, MC Dyer was one of the key instructors who trained and prepared the first CG helo rescue swimmers at 24 field Air Stations. He made lasting contributions to the development of Direct Deployment procedures, the folding Rescue Basket to meet aircraft cabin size restrictions, the Tri-Laminate Dry Suit, the development of CG HH-60 RS procedures, and the development and implementation of Ice Rescue Procedures. As the only Enlisted Branch Chief at the CG's Aviation Training Center in Mobile, MC Dyer led the Helo RS Standardization Team, ensuring operational procedures were enforced fleet-wide. He also served as the School Chief for the Advanced Rescue Swimmer School in Astoria, OR. While stationed at CGHQ as the Helo RS Program Mgr., MC Dyer was temporarily detailed to ATC Mobile to supervise & manage all aspects of the Helo RS response during Hurricane Katrina. MC Dyer also contributed to the RS program as the CG's Aviation Life Support Equipment Program manager

Master Chief Hall was cited for his work as the Aviation Survival Technician (AST) Branch Chief at Aviation

Technical Training Center (ATTC) Elizabeth City. MC Hall has made tremendous training program innovations and recommendations, which have resulted in an expansion of the curriculum to include an AST preparation course for those with orders to AST "A" School, a formalized and fully supported student re-phase program for ASTs in training with minor injuries, formalization of the Operational Fitness Trainer "C" School for field rescue swimmers, and vast improvements to the galley service at Base Elizabeth City to support the nutritional requirements of AST training.

AST1 McElrath was cited for his almost 20 years in the CG as an Aviation Survivalman (ASM)/Aviation Survival Technician (AST). One of the first 20 CG Helo Rescue Swimmers, PO McElrath was a graduate of the CG's Advanced RS School and was an exceptional RS at two Air Stations. His more important contributions to the CG's Helo RS Program came after his CG Service. Serving first as a Field Terminal Operator at AIRSTA Sitka, PO McElrath maintained the AIRSTA's aircraft maintenance pubs on his own installed intranet to circumvent numerous Internet outages, allowing all types of aircraft maintenance to continue. Moving to the CG's Air Logistics Center in Elizabeth City, he is the Center's Aviation Life Support Equipment Specialist, where he has supported the CG's Helo RS Program either directly, or indirectly. His accomplishments include: revised the COMDT Instruction - Aviation Life Support Manual, created & illustrated an Aviation Life Support Process Guide, revised & published the Shallow Water Egress Training Process Guide used for Shallow Water Egress Training (SWET), created or revised all Aviation Life Support Equipment Maintenance Procedure Cards (MPCs), manages the CG's Aviation Personal Locator Beacon (PLB) Program (1,800+ PLBs at 25 aviation units), cradle to grave discovery, procurement, testing & evaluation, & implementation of the MH-60T auxiliary hoisting system, ensuring mission success, improved safety, & triple risk mitigation during all hoisting evolutions.

Their names will also be inscribed on the Victor Roulund Award plaque displayed at Elizabeth City's, Aviation Technical Train-

ing Center's (ATTC) Rescue Swimmer School.

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to the Flight Safety Department of AirSta Clearwater: LCDR Heather Majeska, Av. 3996, Ptero LCDR Dave McCarthy, Av. 4292, LT Dustin Burton, Av. 4269A, Ptero LT David Wright, Av. 4188, LTJG Carter Schlank, Av. 4616, and MST1 Lizette Gutierrez. They created a Facility Emergency Action Plan that provided all members of the unit with initial actions and steps during base emergencies; implemented innovative risk management solutions to identify, assess, and control hazards; improved effectiveness of unit feedback to advance air station assurance activities; and enhanced the safety culture of the unit through tireless promotion and training. They developed a robust CO's Aviation Safety Policy Statement plus they reorganized and rewrote the unit's Mishap Response Plan (MRP) which optimized communication, improved chain of command access to critical post-mishap information and codified best practices to ensure the preservation of perishable evidence. As a result of their efforts, this product has been recognized by COMDT (CG-1131) as a best-practice and has become a template for all future MRPs. Finally, they enhanced the Operational Risk Management (ORM) brief to include the evaluation of mission gain, not simply evaluating risk to the crew. This let aircrews better assess the mission while balancing crew safety and mission execution.

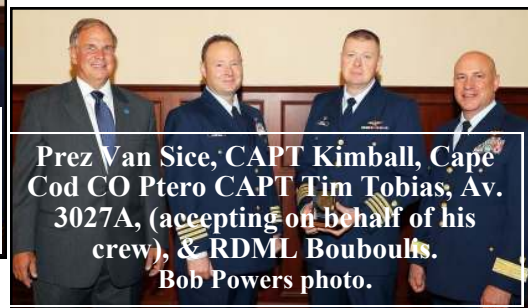


Ptero Prez Van Sice, LCDR McCarthy (the only awardee present), Dee McCarthy, & RDML Bouboulis. Bob Powers photo.

The Chief Oliver Berry Aviation Maintenance Award was presented to AMT1 John Levi T. Berg of the Aviation Logistics Center.

HE PLAYED A KEY ROLE IN THE ALCS MEDIUM RANGE RECOVERY (MRR) PRODUCT LINE AND THE ENTIRE MH-60 FLEET. HE WAS INSTRUMENTAL IN THE FINAL ASSEMBLY, DOCUMENTATION REVIEW, AND FUNCTIONAL CHECK FLIGHT SUPPORT FOR NINE H-60T HELICOPTERS. HE LED HIS TEAM THROUGH FOUR SIMULTANEOUS AIRCRAFT MAINTENANCE EVOLUTIONS. HIS EXCEPTIONAL MAINTENANCE EFFORTS LED TO THE EARLY COMPLETION OF TWO NAVY H-60 CONVERSION AIRCRAFT FOR THE TRANSITION FROM H-65 TO H-60T HELICOPTERS AT AIRSTA TRAVERSE CITY. DISTINGUISHING HIMSELF AS MRR ENGINEERING'S TECHNICAL EXPERT, HE ASSUMED THE ROLE AS THE MH-60 FLEET'S STRUCTURAL TECHNICAL SERVICES AND CORROSION REPRESENTATIVE. HE ENHANCED PROCESSES USED ON THE PRODUCT LINE AND IMPROVED MAINTENANCE PROCEDURES FOR THE H-60 FLEET.

The CDR Elmer Stone Fixed Wing Rescue Award was presented to: CDR Wesley Hester, Av. 3595, LCDR Joshua O'Brien, Av. 3501, AMT2 Julio Guillermo, and AMT3 Thomas Carter from AirSta Cape Cod in recognition of their heroic efforts on 1 December 2016 transporting a critically ill newborn from Martha's Vineyard to Boston in HC-144 CGNR 2317 as a severe winter storm passed through the region. The infant was delivered to advanced medical care with little isolette oxygen remaining.



Prez Van Sice, CAPT Kimball, Cape Cod CO Ptero CAPT Tim Tobias, Av. 3027A, (accepting on behalf of his crew), & RDML Bouboulis. Bob Powers photo.

The CAPT Frank Erickson Rotary Wing Rescue Award was presented to:



Ptero Prez Van Sice, CAPT Tom MacDonald, AMT1 Berg, Enlisted Ancient Al Harris, & RDML Bouboulis. Bob Powers photo.



Ptero Prez Van Sice, CAPT Kimball, LT Jones, AMT1 Caristo, AST3 Morris, LT Wiest, & RDML Bouboulis. Bob Powers photo.

LT Zachary Wiest, Av. 4290, LT Wesley Jones, Av. 4495, AMT1 Jason Caristo, and AST3 Chad Morris from Sector/AirSta North Bend in recognition of their heroic efforts on 14 February 2017, responding to two people trapped inside a waterline cave in 30 kt turbulent winds and eight foot crashing waves near Yachats, Oregon in MH-65 CGNR 6559.



AST3 Morris with the two jubilant survivors.

The presentation of the CGAA 'President's Award' to Ptero John 'Bear' Moseley, Av. 743, was deferred until the next Roost since Hurricane Irma prevented Bear's attendance at this year's Roost.

Our current Ancient Albatross, VADM Charles Ray, Av. 2311, then addressed the audience. He said we're all 'distinguished guests.' He thanked the Roost committee, and the CGAA for working on increasing membership and for all that we've accomplished. He said that we're the people that set the conditions for what the CG did in responding to the hurricanes in the last three weeks. Over 11K lives were saved. What the CG did in the last three weeks was miraculous! The courage and ingenuity of the aircrews was based on the last four decades of CG aviation leadership, e.g., standardization to combine flight crews, the ACMS program that lifted us out of scheduled maintenance (no other service does that), the Rescue Swimmer Program; people flying in the CG

now aren't used to anything else. We were ready; we already had axes. We knew how to triage and make life or death decisions. The use of technology was incredible. He thanked those who re-organized ALC to allow CG aircraft to stay ready. The members of the CGAA laid all of this groundwork. He said he could talk all night about the CG-wide team effort, e.g., AtoN people and logistics support. The HC-144 overhead Command & Control and the HC-130 hauling were superb; it showed our agility! The Government teamwork was also incredible. He thanked all of us for our support of our legacy.

The Benediction (*Adapted from The Flyer's Prayer by Patrick Phillips*) was beautifully presented by Rev Brouillard:

'When this life I'm in is done,
And at the gates I stand,
I'll not be asked how much I knew,
[See **ROOST RE-CAP** on P. 18]

Air Station Cape Cod holds Air Medal ceremony for heroic, lifesaving efforts By D1 Public Affairs Office

Air Station Cape Cod AST2 Mario Estevane received the Air Medal on 19 June for his heroic actions in 2016 on a 1,000-foot cliff face in Acadia National Park, Bar Harbor, Maine.

On Oct. 8, 2016, a Cape Cod MH-60 launched to rescue a 28-year-

old male climber who fell from a 50-foot cliff.

When the aircrew arrived on scene, Estevane was hoisted down to discuss the rescue plan with the leader of the ranger team on scene.

Estevane radioed the MH-60 to deliver the rescue litter to the face of the cliff. He then employed a non-standard rescue technique, free climbing across the cliff face, while maneuvering the 45-pound litter over large boulders, down cliff ledges, and around thick brush. He innovatively used rappelling equipment and ropes provided by the ground team to lower the litter down 50-feet to a small ledge, where the helicopter crew could safely complete the hoist.

Estevane then rappelled himself down to the ledge, where he met the ranger rescue team. While clinging only to scrub brush in high winds and driving rain 700-feet above the valley floor, he helped transfer the patient into the litter, prepare him for the night time hoist, and once inside the helicopter, remained at his side through the flight.



AST2 Estevane is presented the Air Medal by RADM Steven Poulin, Commander, 1st CG District and Representative William Keating (D-MA-9). (CG photos by PO3 Andrew Barresi)

Also recognized were: Pilot CDR Steven F. Jensen, Aviator 3622B, and flight mechanic AT3 Daniel J. Cote, who each received CG Commendation Medals. Co-pilot LT Michelle A. Simmons, Aviator 4607, was presented the CG Achievement Medal.



MH-60 crewmembers AST2 Estevane (L), CDR Jensen, AET3 Cote, & LT Simmons at the awards ceremony.



Coast Guard Flight Training During the Past 100 Years

By Ptero Past Prez George Krietemeyer, Aviator 913

Over 4,700 Coast Guard officers and enlisted personnel have received Primary and Advanced Flight Training at U S Navy Training facilities in Florida

and Texas. Every one of them reported to NAS Pensacola, FL. to start their journey in the "Cradle of Naval Aviation." Those who completed their journey were rewarded for their efforts when their wings of gold were pinned on by their wife/husband, parent, or significant other. Every one of them who joins the Naval Aviation community wears their wings with pride and honor.

Those of us who trained during pre-historic times in the 20th century fondly remember aircraft like the T-34 Mentors at Saufley Field , the T-28 Trojans at Whiting Field and the S-2F Trackers at NAS Corpus Christi TX.

Many of us lost our hearing sitting behind or alongside piston driven reciprocating engines operating at 2,500 RPM or more. Pressurization and air-conditioning was unheard of and the closest thing to a simulator was a little blue box called a LINK trainer.

For the first 45 years or so, all pilots were initially trained as fixed wing only pilots. Around 1960, some pilots were assigned to helicopter school at Ellyson Field to fly HTL-1 and H-34 Chickasaw helicopters and reported to their units as "helicopter – only" pilots.

All of that has changed in the Twenty-first century. Turbine engines rule the roost, cockpits are air-conditioned and pressurized and simulators have replaced the Link trainers and become an important part of the training process. Saufley and Ellyson Fields are closed and most flight training now takes place at NAS Whiting Field in Milton, FL.

The charts below compare past and present training and give a capsule view of the changes which have taken place over the past 100 years while training with the Navy.

POST GRADUATE FLIGHT TRAINING

During the first fifty years of the 20th Century, the CG relied on each Air Station developing their own training for the different aircraft flown at the unit. This worked reasonably well because aircraft were not standardized and many pilots flew three or four different aircraft types depending on what the unit had assigned. Nugget (new) pilots had to carry a small notebook to remember how each pilot liked to fly his aircraft. It was not uncommon for a senior pilot to tell a new co-pilot to just talk on the radio and not to touch the flight controls.

In the early 60's, the CG began to realize the importance of standardized pilot and aircrew training. After the acquisition of the turbine-powered HH-52A helo in 1963, the Basic Operational Training Unit (BOTU) was established at CGAS Savannah, located on Hunter Army Airfield.

In 1966, the Coast Guard looked to expand standardized pilot training to its other airframes-including the HU-16 amphibious seaplane and the new HH-3F helicopter. With no room to grow the BOTU, the Coast Guard took over an abandoned Air National Guard facility on board Bates Field in Mobile, AL. The Coast Guard Air Station Mobile, AL (later named Aviation Training Center) was commissioned on 17 December 1966 and has been the "heart" of all post -graduate flight training since then.

100 YEARS OF COAST GUARD AVIATION TRAINING

PRE-HISTORIC ANCIENT MODERN FLEDGLING (Notable Aviators of Their Era)

1916-1941	1941-1966	1966-1991	1991-2016
E. Stone	D. Thompson	R. Herr	TBD
F. Erickson	H. Thorsen	C. Ray	TBD

TRAINING AIRCRAFT & DEVICES FLOWN

Curtiss MF Boats	SNB	T-34 B/C	Cessna 172
Curtiss N-9	SNJ	T-28	T-6 B
NY-2	PBM	S-2F	T-44
02-U	T-34 B	T-44	TH-57
T-4M	T-28	H-13	
N2-S	S-2F	H-34	
F4-B		UH-1D	
		TH-57	

LINK

SIMULATORS

FW - 100%	FW -100%	FW-60%	FW-40%
		RW-40%	RW-60%

COCKPIT TIME

A/C-200 HRS	A/C-200+	A/C-220+	A/C-220+
SIM-0 HRS	LINK-10 HRS	SIM-50+	SIM-80+



SNJ



H-34

FLIGHT TRAINING

20TH CENTURY

PREFLIGHT

CLASSROOM (10 WKS)
SWIMMING/SURVIVAL
OBSTACLE COURSE

SAUFLEY-T-34

WHITING – T -28

CORPUS CHRISTI - S-2F

0— 10

16—18 MONTHS

4.5 YEARS

CG FLIGHT INSTRUCTORS

LENGTH OF TRAINING

SERVICE OBLIGATION

PRIMARY

ADVANCED

MULTI-ENGINE

21ST CENTURY

AVIATION PREFLIGHT INDOC.

IFS (Introductory Flight Screening: Cessna 172s ~ 20 hours)

CLASSROOM (6 WKS)

SWIMMING/SURVIVAL

DUNKER

WHITING – T – 6B

WHITING – T-6B OR TH-57

CORPUS CHRISTI – T – 44

30— 40

20 –22 MONTHS

8 YEARS

Ancient Al #25 Letter to Pteros



Greetings fellow Pteros:

On 26 October, I had the honor of joining the Coast Guard contingent that paid our respects as CDR Stew Graham, Coast Guard Helicopter Pilot #2, was interred at Arlington National Cemetery. In September, I had the opportunity to join fellow Pteros at our Roost in Atlantic City. While there, we honored really impressive fixed wing and rotary wing

aircrews for heroic actions performed in the past year. These two "book end" events are a testimony to the courage and professionalism of the people that are called to serve as Coast Guard aviators. From the earliest days of our Service, where CDR Graham pioneered rotary wing rescue procedures, demonstrated incredible ingenuity and courage from Gander Newfoundland to the Outer Banks, to the modern day crews who continue to find ways to press their aircraft and themselves to the limits; all so that others may live. In the span of a single human lifetime, we have gone from wooden rotor blades to glass cockpits. What has not changed is the dedication of our aircrews and maintainers who daily demonstrate selfless service and dedication to duty. May God rest CDR Stew Graham and may God continue to bless our Coast Guard aircrews. Semper Paratus! VADM Charlie Ray Aviator 2311



Ptero Past Prez Participates in CGC Oliver Berry Commissioning Ceremony

I was requested by the CO of USCGC *Oliver W. Berry* (WPB-1124) to present the 'long glass' to the crew on the day of their commissioning, October 31, 2017. I was apparently accorded this honor because I conducted much of the original research to name CGAA's annual Maintenance Award after Chief Berry. What a coincidence that I live here in Honolulu part time! It was a distinct pleasure to welcome LT Ken Franklin and his crew to Honolulu! Ptero Mont Smith, Aviator 1520



From Dolphins to Jayhawks: Air Station Traverse City Transitions from the MH-65 to the MH-60

[Story and photos reprinted with permission from the July-August 2017 issue of 'Aviation Photojournal']



ity, but also the MH-65 flight crews who had called Traverse City their home for many years. It was a bittersweet occasion.

The Dolphins and their crews leave behind an impressive record of service to the Great Lakes region. Since first being deployed to the region in 1995, the MH-65s amassed over 63,000 hours of flight time, responded to over 4,600 distress calls, and saved 208 lives. This record is even more impressive given the limited size and range of the Dolphin and its limitations in adverse weather.

The introduction of the 'Jayhawk' is a 'game changer' for Air Station Traverse City. The air station's Area of Responsibility (AOR) is vast and the winter weather can be extremely challenging. Furthermore, summer months see waterways clogged with thousands of boaters on any given day. The MH-60 will enable CGAS Traverse City to be more versatile in their responses to a variety of missions including, but not limited to,



Search and Rescue. The Jayhawk has longer range, more carrying capacity, (up to 15 passengers in an emergency), and longer loiter/hover time over a search area. In addition, the Jayhawks are more adept at operating over a wider array of weather conditions. Its anti-ice systems enable it to operate during the harsh and bitterly cold Great Lakes winters.

MH-60 crews spent several months familiarizing themselves with their new AOR, and were ready to assume the mission long before the last Traverse City Dolphin departed the ramp for the last time. We wish our friends in the Dolphin community well in their next assignments. We know they have left the Great Lakes in very capable hands.

The CO of AirSta Traverse City is Ptero CDR Nate Coulter, Aviator 3406.



The Duck Memorial: Remembering WWII Heroes By Shelley Kimball

They were bound by grief, by remembrance, by honor. They were bound by a shared calling to commemorate the loss of a Coast Guard flight crew during World War II near Koge Bay, Greenland, almost 75 years ago.

Members of the Coast Guard, volunteers, and surviving family members attended a memorial ceremony in Greenland in August to commemorate the lives of LT John Pritchard, RM1 Benjamin Bottoms, and U.S. Army Air Corps Cpl. Loren Howarth. A plaque was permanently installed outside the Kulusuk Airport.

"That experience was so memorable, so touching, so beautifully done," said Nancy Pritchard Morgan. "It was really so special and meant so much." Morgan, 94, is Pritchard's sister. Her brother's plane crashed when she was 19. It was such a deep loss that she has spent these seven decades encouraging continued searches for the wreckage. She traveled to Greenland with her son, John Morgan, who is her brother's namesake.

Morgan said the memorial is a symbol of the unwillingness to forget service members who have been lost. "It's important because they are still trying to find my brother and his radioman, and that poor corporal that was with him when they crashed," Morgan said. "It's just amazing. It does my heart good. I am so proud of the Coast Guard."

Pritchard, a pilot, and Bottoms, a radioman, volunteered to fly out to rescue survivors of an Army Air Corps B-17 that had crashed on an icecap. They found the crash and landed their Grumman J2F-4 "Duck" on the ice. They brought two of the survivors back to the Coast Guard Cutter Northland. As night fell, they knew their work was not done. Feeling compelled to complete the rescue, Pritchard and Bottoms went back to the site the next morning. They were able to extract Howarth, but the weather on the return got even worse. The three never returned.

In the intervening years, out to the ice to find the missing men, but the location had never been officially memorialized. Jim Salazar, of Arctic Hotpoint Solutions, a nonprofit that works to repatriate lost crews like the JF-2 Duck, got involved in assisting the Coast Guard in its search because it was in the same area looking for another aircraft. Because the group understood the process and the terrain, it volunteered to help.

"We got to the point where we looked



Jim Salazar (L), announces 'Arctic Hotpoint Solutions' memorial to the lost crew as Nancy Pritchard Morgan and her son John Morgan look on. Photo courtesy of Ptero CAPT Joe Kimball.

at it and thought, we could help. We should do the right thing," Salazar said. "We are all Americans, and we feel deeply about this."

Although the JF-2 Duck has not yet been retrieved, Salazar and Arctic Hot Point Solutions decided to fund a memorial. "We always knew if we were not able to repatriate those right away, at least we can warm the hearts of the families," Salazar said.

But it was easier to come up with the idea than to carry it out in a location as remote as Kulusuk, where even making a phone call can be difficult. Volunteers came to help with the ceremony – a bagpiper and a singer flew in. Members of the CG flew in to escort the families and to attend the ceremony. With so many logistics so far away, there were challenges both big and small.

A small challenge: They had to figure out if there were lemons in Greenland to be placed on the Missing Man table at the ceremony. Salazar said they looked into trying to mail a lemon, or even a fake lemon. (They did get a lemon for the table.)

A big challenge: the memorial plaque got lost. The plaque itself weighed more than 100 pounds. They wanted to pick it up from the manufacturer and bring it into Greenland themselves, but the manufacturer wouldn't allow it. So it was mailed. And lost. "There was a good week of sleepless nights," Salazar said. Thirteen to be exact. For 13 days, the plaque traveled to Germany, then Denmark, then the western side of Greenland. It made it four days before the ceremony. But all of that was worth it for a permanent memorial, Salazar said. "It was important to the families, as a place where they can lay their remembrance," Salazar said.

The experience couldn't have been better for Ed Richardson, 83, Benjamin Bottoms' stepson. He said he is overwhelmed with gratitude for everyone who participated in making it possible to memorialize his stepfather, whose loss was a great blow to their family.

There were so many emotions swirling, so

many meaningful moments during the trip that it was difficult for both Morgan and Richardson to draw together the words to express their gratitude. "I wish I was a poet who could fit these things in because it was really something," he said.

The ceremony brought some closure to his family's loss of Bottoms, whom Richardson described as the love of his mother's life. "I was thinking of my mother," he said, his voice breaking with emotion. "She should have been there."

Kevin Wilson, a retired CG CDR and former aviator, can relate to some of Richardson's feelings. Wilson's father was shot down in a B-17, and he spent 22 months as a prisoner of war. It makes a project like this one that much more important. Wilson got involved before he retired from the CG, working on the subcontracts with the teams who were searching for the Duck. He stayed involved, and he helped organize the logistics and travel arrangements for the ceremony. The participants, including Wilson, stayed in Iceland and traveled to Greenland for the event.

The location of the memorial outside the Kulusuk Airport, though it is about 150 miles from the crash site, is a reminder to those who live or travel there of the often overlooked history of Greenland's place in World War II, he said.

It also reminds those who are currently serving that they will be remembered. "I think it sets an example for the ones who are doing hurricane relief and standing duty that they won't be forgotten if they are lost," Wilson said.

As for the future of the lost Duck, the Defense POW/MIA Accounting Agency is working with universities to study localized glacier movement, Wilson said. The active glacier in the area in which the plane was lost can move the location of the site, especially over 75 years. If the glacier moved the site out to deeper water, it will be nearly impossible to retrieve it. If the glacier moved it toward the rocks between the glacier and open water, it might be possible to find it. "They are coalescing all of that research to try to decide where that thing ended up," Wilson said.

Placing the memorial and honoring Pritchard, Bottoms, and Howarth in Kulusuk means that the families' losses will not be forgotten. "What it doesn't mean?" Wilson said. "What it doesn't mean is that the effort to bring them home is over with."



Air Station Sitka, Alaska

By LT Jason Maddux, Aviator 4444



Coast Guard Air Station Sitka's area of responsibility (AOR) encompasses approximately 180,000 square miles of water and land stretching across Southeast Alaska from Dixon Entrance to Icy Bay, and from the Alaskan/Canadian border to the central Gulf of Alaska. This includes 12,000 tidal miles of coastline characterized by rugged coasts, mountainous terrain, severe weather, numerous remote villages, and long distances between fuel caches and landing sites. Air Station Sitka's operating area is one of the most demanding flight environments for CG aircraft.

AirSta Sitka's primary mission is Search and Rescue (SAR) but the unit conducts other vital missions within Southeast Alaska: fisheries law enforcement, aids to navigation maintenance and other miscellaneous logistics missions for the CG or other agencies. The MH-60T 'Jayhawk' has proven itself a worthy aircraft in these roles through the harsh Alaskan flying environment. This multi-mission medium range helicopter can fly up to 300 miles offshore, hoist up to six additional people while remaining on-scene for up to 45 minutes and return to base with an adequate fuel reserve. The Jayhawk can sling up to 6,000 pounds of gear via a cargo hook installed on its belly. It has ice protection systems which allow it to be operated in certain icing conditions which are witnessed routinely in the winters and occasionally during the summer months. The MH-60T's endurance, payload capability and rugged construction make it an ideal platform for the mission requirements of Air Station Sitka.

The Air Station averages 130 SAR cases a year, many completed in storm force winds, snow, low visibility, and darkness. About half of the unit's SAR cases involve conducting air ambulance missions from small villages, logging camps, boats and cruise ships. The MH-60T has a suite of sensor systems which

optimize a crew's ability to navigate to a position, locate and extract a survivor. In low visibility scenarios a combination of night vision goggles (NVGs) if at night, radar, moving map, electro-optical infrared camera and GPS routes provide a crew with



additional situational awareness. Once on-scene, survivor extraction can be completed using any combination of Rescue Swimmer, basket or litter. AST2 Ben Dent says this about Air Station Sitka SAR, "I've served in northern California and the Great Lakes; this is by far the most challenging and rewarding AOR I've experienced from inland to offshore to anything and everything in between. The remoteness of the entire AOR adds additional risk to our crews as we are typically the only show in town and if something happens to the helicopter, we might be on our own for awhile."

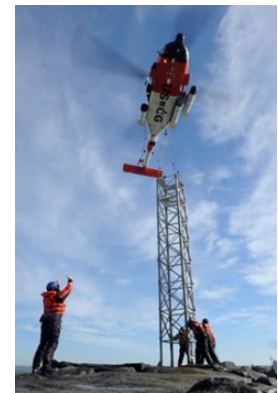
What also makes Air Station Sitka unique is the use of Health Services Technicians (HS's) who are trained as Aviation Mission Specialists (AMS's) which means they meet the requirement to operate as a member of the aircrew in addition to their medical response responsibilities. These men and women provide a vital role for the many non-maritime medevacs and other SAR missions the unit conducts. AMS's are qualified to administer advanced IV therapy, intraosseous infusion, essential drugs for car-



diac issues, manual defibrillation and CPR. They are Advanced Cardiac Life Support, Pediatric Advanced Life Support and EMT2 qualified as well. The challenging access to advanced medical support in Southeast Alaska highlights the need for members with this skill set and is why AirSta Sitka is the only CG Air Station that carries this program. HST3 Scott Helfrich, an AMS provider, said "this program is the reason

why I wanted to come to Air Station Sitka; it's a once in a lifetime opportunity which combines my passions for aviation and healthcare and I feel lucky to be here."

The CG, along with National Oceanographic and Atmospheric Association (NOAA) and National Marine Fisheries Service (NMFS) shares in the responsibility to execute enforcement of fishery management plans to manage fish stocks within our country's Exclusive Economic Zone. The State of Alaska has the most substantial fishery in the United States, representing 40 percent of the annual U.S. yield. If Alaska were a sovereign nation, it would rank 10th worldwide in the harvest of fish. More than five billion pounds of fish, worth \$1.4 billion are caught annually by the state's industry. The Alaska fishery operates year round with 17,000 fishing vessels working in some of the most severe weather in the world. Air Station Sitka plays a major role within the 17th CG District of Alaska. Approximately 20 percent of the unit's allocated annual flight time is dedicated to assisting fisheries enforcement by locating concentrations of vessels in order to focus the efforts of surface assets who conduct vessel boarding's and inspections. In 2017, AirSta Sitka supported Sector Juneau to accomplish the highest number of boarding's, 318 recorded over the last four years. Thanks to AirSta Sitka's sharp lookout and detailed querying of vessels, the CG's safety mission has averaged a 30% gain in locating potentially illegal activity in Southeast Alaska. AirSta Sitka has also assisted two new Fast Response Cutters with daily area over flights by pinpointing Halibut and Sablefish fishing vessels that provided Cutters with fishing fleets' bearing and course for interception. One sighting report in particular led to NOAA and the CG vetting 19 vessels in two days to create another 2017 record of the most boarding per day completed by a cutter this year.



[See AirSta Sitka on P. 19]



Mail Call! This issue's mail is brought to you by the Kaman K-225 'Mixmaster' (1950), Charles Kaman's first helicopter, which utilized intermeshing rotors and Kaman's patented servo-flap stability control. The Coast Guard bought one for \$25K to test and evaluate. On 11 May 1950, CG-239 went into the workshops at Elizabeth City after undergoing 120 flying hours of testing and evaluation. After this, it was apparently "little used" except for pilot refresher training. CG-239 was transferred to the Navy on 22 March 1954.

AirSta Traverse City 'Ramp Night' Held

Air Station Traverse City hosted its' annual ramp night open house on Friday night, June 30th. This has become an annual event held on the Friday night before the National Cherry Festival air show. This year's show featured a SAR demo by Air Station Traverse City, the USAF Thunderbirds, the US Army's Golden Knights, an Air Force A-10 as well as a Marine F-18 demo team and a demo by Canadian Forces. All air show aircraft, military and civilian, are on static display during the annual "ramp night".

Not to be left out, the local CGAA was represented by from the left Fritz Barrett

(USAF rep A-10 guy), Bill Biggar(1975), Randy Blunk, Chuck Billadeau, Paul, Klein, Tom Allard (1741). Not pictured: Mark Benjamin (1665), Tom Haase (1948), Don Strother, Russ Gilbert, Scott LaBarre (Army rep UH-1) and Ron Meeker.

The group talked with and sold Ptero hats, shirts, coins and etc. to many of the thousands of attendees from the local community. As a result of their efforts, nearly \$1K has been forward to Ptero HQ this year.

Ptero Mark Benjamin, 1665

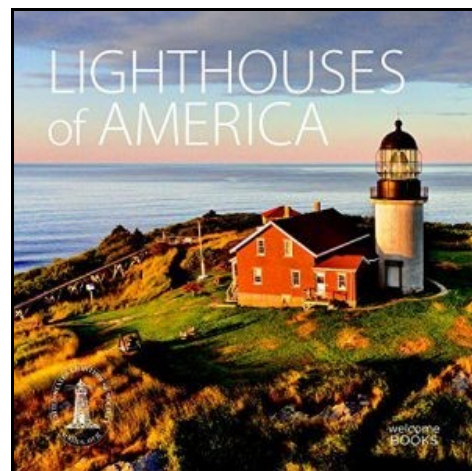
'Lighthouses of America' Reviewed by Megan Edwards

"There is just something extraordinarily special about lighthouses." So writes Captain Robert Desh, US Coast Guard (Retired) in the foreword of *Lighthouses of America*, a new book from Rizzoli New York. I could not agree with Captain Desh more. Even people who have lived in land-locked locales their entire lives and have never actually seen a lighthouse know they are enchanting.

Lighthouses of America, produced in association with the United States Lighthouse Society, is the next best thing to a tour of the real things. Not only do the stunning photographs transport you instantly to the harbors, bluffs, cliffs, and dunes of America's coastlines, the accompanying narratives reveal the 300-year history of these iconic spires. It's a trip through the past from a maritime perspective.

Under the direction of Editor-in-Chief **Ptero Tom Beard, Aviator 1104**, and Tom Thompson, Graphics Editor, *Lighthouses of America* brings together the talents and knowledge of dozens of photographers and lighthouse experts. It is such a delight when the words, pictures (150 in full color), and design all come together in a package as engaging as this book. From cover to cover, it's a pleasure to hold and peruse—not just once, but again and again—whenever it's time for a retreat into the beauty and historic import of these charming towers.

To paraphrase Captain Desh, there is just something extraordinarily special about *Lighthouses of America*. It's informative, beautiful, inspiring, and just the right size to live permanently on my coffee table. Thanks to this book, I can escape into the romance and history of "America's castles" any time I pick it up.



Lighthouses of America by Tom Beard in association with the United States Lighthouse Society, Hardcover / 176 pages, 150 color photographs. Welcome Books (an imprint of Rizzoli New York) August 2017. Look for " Author Tom Beard" on Amazon.

Solar Eclipse Gaper



Ptero Executive Director Ben Stoppe, Aviator 1646, wiles away his time perusing the Pterogram while awaiting the total solar eclipse in Greenville, SC, in the path of 100% totality, on 8/21.

Honor Wall Update

Mike McCleary, graphics at ATTC, along with some help from the staff helped me put together 32 frames today. These will be the first batch of DFCs hung in the Elizabeth City barracks. That exhausted all the frame hardware. We are looking for a time next week to hang them.

Ptero Joseph 'Butch' Flythe, Jr. P-2939 (8/10/17)



New Ptero Member Hails from France

Our newest foreign Ptero is Sylvain Dallant an aircraft commander in the French Securite Civiler from Obernai, France. Welcome aboard!

Hurricane Irma's Impact

9/15, DeBary, FL: Just got back from evacuation.. Damage, but not near the Keys. Will keep me busy repairing and fixing stuff for some time. Will know this afternoon if I need roof shingles replaced. Bless palm trees – other stuff comes down. Palm trees generally do not. I have a number of limbs to cut away – none of which are in my living room. All in all – not bad!

Ptero 'Bear' Moseley, Aviator 743

9/12 Dunedin, FL: We came through well. Just debris to clean up and no damage to my or my daughter's homes. Still without electricity and that may be awhile before it is restored. Homes closest to the water were subject to the worst winds.

9/15 Just got power back this afternoon after much clean up. Air conditioning is a wonderful thing!

Ptero VP Mark D'Andrea, Av. 2359

9/12, Dunedin, FL

Book Review

If you want to read a good book by a CG Aviator I recommend: CARIBBEANS KEEPER - A novel of Vendetta by LCDR Brian Boland, Aviator 3951. This fiction novel will take you onto a CG cutter chasing drug runners at sea – and also into the terrifying world of modern-day pirates and criminals. A young Coast Guard officer has trouble adjusting to some weak senior leaders and nothing he does will please his CO and XO. He finally gets discharged and he decides to "go rogue" and makes a few unsanctioned runs for the smugglers.

Brian tells an excellent story which is based on his years of experience chasing drug runners and illegal immigrants. He also works in a few

"senoritas" and other characters that will keep your interest throughout the complete novel. He showcases HITRON and C-130's along with Joint Task Force operations in the Caribbean. [See related story in Pterogram 2-17...Ed]

Ptero Past Prez George Krietemeyer, Aviator 913

2017 Roost Musings

Just a quick update on the Ptero Store at the ACY Roost. Between credit card & cash sales it appears we sold \$4,443.25 worth of product.

I don't have the exact amount from Mobile from last year but it was about the same and it had nearly three times the attendance. How can this be? You ask??? It's all about availability. The Hospitality Suite in Mobile wasn't open nearly as much as in ACY and the store was closed, due to manning issues part of the time the Suite was open. In ACY, however, the suite was open ALL the time except for the two evening functions. Best of all, it was fully manned with eager volunteers that, once trained, kept the store open as long as the suite was open and sold anything that wasn't nailed down with great enthusiasm.

In chatting with several people, both retired and active duty, I have some good input for new items for the store that I hope to work on as soon as Lorie and I recover from this mad rush. The store received many compliments and I was very happy that Lorie was able to come for a little while to get the flavor or our group.

This was one of the best Roosts I've ever attended and my wife said the same. More fun than most others – that may be because of the smaller number of attendees, we were more intimate with more time to chat. Thanks, Dale & Jeff and all of the Hospitality Suite volunteers and particularly, Father

Tom – he did a wonderful job at the Banquet and said he would be pleased to do Traverse City if needed.

Ptero Jay Crouthers, Aviator 1360

Actor Nicolas Cage Named Honorary Ptero



ATC Mobile received a heartfelt guest visit from Nicolas Cage on 15 Septmber. He came to say thank you to the men, women, and families of ATC Mobile for their hurricane response operations over the past few weeks!!! He enjoyed his chance to sit in the cockpit of an MH-65. He is in the midst of filming a movie that includes the Coast Guard. Because of his dedication to Coast Guard aviation, he was recently named an Honorary Pterodactyl and presented with a Ptero hat and patch!

Passing of the former President of Aerospatiale Helicopter Corporation (AHC) Claude (Jake) Benner

Jake was president of AHC, beginning in 1974. He served in that capacity during the 1977-79 acquisition of 90 HH-65 Dolphin helicopters, and for many years following in support of that acquisition. He acknowledged the Coast Guard as a particularly important customer for the company and in the eyes of the world

In 1982, Jake was named Chevalier De L'orde National Du Merite by the president of France, Francois Mitterrand. He retired from the board of directors of AHC in 1992.

Jake was a true gentleman, with a high sense of integrity and accountability. He was extremely proud of his contributions to the Dolphin program, and looked forward to hearing of the continual improvements to the aircraft and the laudable comments from the aviators who were flying it.

Jake died on July 15th, 2017, in Gilbert, AZ, just two months shy of his 100th birthday.

Ptero VADM Howie Thorsen, Av. 776



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-2017 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>
AET3 Clay A. Kirkwood	San Francisco	AMT3 William J. Wheeler	ATC Mobile
AMT3 Christopher G. Gutierrez	Clearwater	AMT3 Kaitlin N. Taylor	Kodiak
AST3 Brian T. Kamp	Clearwater	AMT3 Kevin B. Parsons	Sacramento



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>
4707 Justin H. Pacheco	Clearwater	4708 Ian J. Erickson	Savannah
4709 Shea S. Smith	San Diego	4710 Kevin J. Dove	Miami
4711 Andrea A. Molina	Cape Cod	4712 Michael A. Bosch	Clearwater
4713 Patrick K. Buckley	Savannah	4714 Nathaniel A. Cajigas	Clearwater
4715 Timothy J. Early	Port Angeles	4716 Jonathan P. Orthman	Clearwater
4717 Brandon M. Decardenas	Mobile	4718 Jonathan R. Resch	Clearwater
4719 Alexander E. Waller IV	Cape Cod	4720 Robert Mineo	Savannah
4721 Adam T. Scholl	San Francisco	4722 Lindsey R. Cockburn	Elizabeth City
4723 Victoria A. Diaz	Cape Cod	4724 Derek M. Kelley	Barbers Point
4725 Derrick P. Rockey	Astoria	4726 Matthew B. Hanks	Houston
4727 Robert H. McConnel	San Diego	4728 Alexander M. Mead	Barbers Point
4729 Paul M. Kraft	San Francisco	4730 Jonathan W. Kelly	Barbers Point
4731 George A. Thomas	Astoria	4732 Elliott A. Williams	San Francisco
4733 Wesley C. Figaro	San Francisco	4734 Timothy P. Lovins	Miami

ROOST RE-CAP FROM 11

Or how high I held command?"
 Instead He'll ask of rainbows sent
 On the stormy days I flew,
 And of that peace above the clouds,
 It was His gift, too.
 He'll ask about the runway lights
 I'd seen so long ago,
 When I was lost and found my way;
 How? I still don't know!
 How fast, how far, how high?
 He'll not ask about these things,
 But had I taken just a moment to watch
 When moonbeams washed my wings?
 When all my goals at last are reached,
 When all the flying's done,
 I'll stand down with no regrets –
 For I have touched the sun.
 So when I stand before the gates,
 And I can reach no higher,
 My prayer this day? - That His hand
 extends to welcome home a Flyer.
 After the banquet, Ptero Butch Flythe
 serenaded us in the hospitality suite.
 A wonderful picnic was held at the
 Air Sta on Friday morning.



Frank Cole (L), Paul Milligan, Av. 1034, & Prez Jim Van Sice enjoyed the picnic.
 Bob Powers Photo.



So did Joan Johanson (L) & Alma Powers.
 Bob Powers Photo.

Please see the Ptero website, AOPtero.org for many more great Bob Powers Roost photos.



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 _____

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*)

To activate your access to the members-only area on the web site, mail-in registrations must send an email to webmaster@cgaviationassn.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.

\$20 + UP



For many years, the “Ptero Store” has operated out of Ben’s basement, making an annual appearance at the Roost and filling the occasional mail order. To keep up with demand, the Ptero Store has been moved to an online specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia



representing the “Pilots”, “Aircrew”, and “Rescue Swimmers”, can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the “Store” tab at either aoptero.org/ or <http://centennial-cgaviation.org/> and you can even pay by check if you don’t like using credit cards on the internet .

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**

Oct 2017 Please make copies of this form and pass it on.

Total Enclosed: \$

AirSta Sitka FROM 15

In 1986, Aids to Navigation (ANT) Team 17 was relocated from Ketchikan to Sitka for logistical purposes. ANT Sitka is responsible for 225 total aids and five lighthouses throughout SE Alaska from the Dixon Entrance to Cape Spencer. 105 of those are Primary Aids of which half require helicopter support for regular and unscheduled maintenance due to the extreme remoteness of their locations. Members of ANT Sitka have the unique opportunity to be trained to be lowered via hoist to navigational aid locations which are otherwise inaccessible.

This year marks a combination of the 150th anniversary of the CG’s presence in Alaska as well as AirSta Sitka’s 40th anniversary. The CG has been here – as

stewards and life savers – since the first day we became an Arctic nation. In 1867, when the United States purchased the Alaskan Territory, it was a revenue cutter that carried the U.S. delegation here for the transfer ceremony. Every member of the CG family plays a vital part in the 150-year legacy of our exemplary service to the Last Frontier. The men and women of the Revenue Cutter Service, Lighthouse Service, Bureau of Marine Inspection and Navigation, and Lifesaving Service paved the way for modern CG operations and their missions live on through the actions of our personnel. For 150 years, the CG’s ability to protect American citizens and interests in Alaskan and Arctic waters has grown alongside Alaska’s ever-increasing role in American commerce,

and Arctic exploration and national sovereignty. For a century and a half, the CG has patrolled Alaskan waters. The CG is modernizing our fleet with new planes, cutters and small boats so we can continue to patrol these waters well into the future. Just as the Revenue Cutter Service played such an important role following the purchase of Alaska 150 years ago, the CG will play a vital role in the CG’s ability to secure our Nation’s maritime domain in one of the most strategic intersections of the global maritime commons.



The Ancient Order of The Pterodactyl
12225 Cathedral Drive
Woodbridge, VA 22192

NON PROFIT
ORG.
US POSTAGE
PAID
Woodbridge, VA
PERMIT # 9



Return Service Requested



The "Racing Stripe"—Fifty
years of Coast Guard Brand
Identity . See story on P. 5.

BREAKING NEWS: Ptero Past
Prez George Krietemeyer, Av.
913, Named Mobile's 'Veteran of
the Year.' See AIPTero email of
10/21/17 for story.



A memorial ceremony was held in Greenland in August to
commemorate the lives of LT John Pritchard, RM1 Benjamin
Bottoms, and Army Air Corps Cpl. Loren Howarth. Ed
Richardson (L), stepson of RM1 Bottoms, Nancy Pritchard
Morgan, sister of LT Pritchard, and Jim Salazar, who orga-
nized the event, stand at the memorial site. Photo courtesy of
John Morgan. [See Story on Pg. 14]



Save the Date
2018 Roost
Great Wolf Lodge, Traverse City, MI
6-9 September 2018



Air Station Sitka Highlighted
See story on Pg. 15

MAIL
Pg. 16

THAT'S NOT ALL !!