



# PTEROGRAM

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

Sitrep 3-19 Fall 2019

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

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### Pforty-third Ptero Roost Celebrated in Clearwater

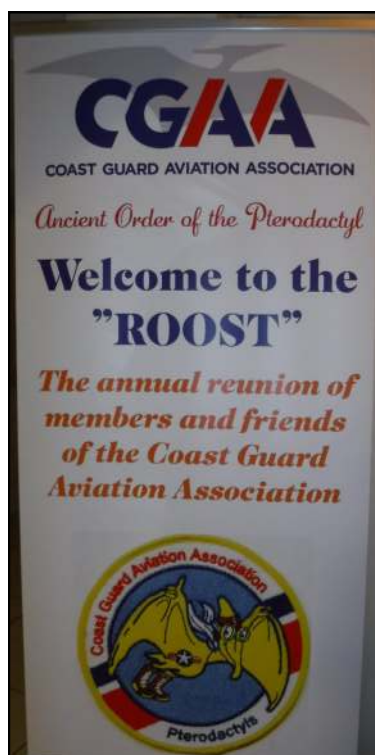
The 2019 Roost at the Sheraton Sand Key on

Clearwater Beach honoring the CO CAPT Joseph T. McGilley, Aviator 3319, and the men and women of Air Station Clearwater was fabulous! The venue, events, and weather were outstanding! Seeing the old AirSta St. Petersburg was a terrific trip down memory lane for many. Thanks to the Roost Committee (Pteros Mark D'Andrea, Aviator 2359, Alice D'Andrea, Savannah D'Andrea, Pam Gunn, Russ Martin, P-3070, Chris Kreiler, Aviator 1547, Judy Kreiler, LT Nate Cajigas,

Mario Vittone, RS-368, Myra Merta, Jack McGrath, P-2666, Rich Paglialonga, Aviator 2847, Andy Delgado, Aviator 3244, & Ben Stoppe), for their tireless efforts! Considerable help was provided by Mark Benjamin, Tom Haase, Glenn Gunn, Aviator 1958, Vince Kinal, Aviator 1545, Danny Baston, John , Aviator 2706, and Jeanie Pasch, Becky Emerson, Mark and Mary Russell, Terri Paglialonga, Tom Scoggins, P-2606, Patty Fretwell, VP of National Roosts Jay Crouthers, Aviator 1360, the CGAA Board of Directors, and many more who helped make the event successful and enjoyable. Please see page nine for the Roost report.



Alice D'Andrea (L), Savannah D'Andrea, and Pam Gunn welcomed us to the Roost as Ben Stoppe and Mark D'Andrea looked on.



## 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 2019, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

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

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## A Message from 2799 (CGAA/AOP President):

From the President: I understand that Ben Stoppe has secured financing for room charges to the hospitality suite, housekeeping has custody of the misplaced vase, and the clock is started for planning our next Roost. Thanks again to Mark D'Andrea for leading the planning team for an epic experience in Clearwater, and to CAPT Joe McGilley and his crew for hosting a hefty guest list, and showcasing the "best air station" in the Coast Guard. Thanks also to all of you who joined us this year. We certainly missed a lot of you who weren't there, but that's runway behind us. Port Angeles is next!

The biggest takeaways from our business meeting this year are your support for developing aviation unit coordinators, exploring member donations, and general apathy toward impeaching me, yet. I am especially optimistic about the connectivity that unit coordinators can provide, and exponential impact we can achieve in documenting history, recognizing aircrew accomplishments, memorializing former aviators, mentoring future leaders, and sponsoring first class social events. I also appreciated the lively discussion of test-flying allotments and other recurrent means for membership donations, and hope to introduce some member-friendly checklists for making donations before any of you spend your holiday bonus. CGAA does so many good things - it needs to be your favorite charity!

Fly Safe, Mike



## Taps

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

Donald R. Vaughn, 547, 4/3/19

Warren C. Mitchell, 243, 7/22/19

Carl M. Brothers, 970, 9/2/19

Katharine P. Larkin (spouse of Ptero VADM Charles Larkin, 629), 9/3/19

Sylvan L. Schiffman, P-2825, 9/6/19

Leonard Korenek, 768, 6/26/19

Verne D. Finks, 558, 7/12/19

James Seidl, 343, 6/15/19

Marino Thomas, P-2577, 5/28/19

Joyce Baston (spouse of Ptero Danny Baston, P-\_\_\_\_)

Daniel Bridges, 1301, 10/24/19

Bruce W. Thompson, 1002, 10/5/19

Don S. Bellis, 802, 11/13/19

## New CGAA Members Since 7/1/19. Welcome Aboard!

Edward (Amores) Ruperto	P-5231	Life	Tommy Augustsson	P-5282	Life
Thomas Berger	P-5135	Life	William Blair	5141	Life
Colton Boag	P-5290	Active	Robert Boyle	2334	Regular
Richard Brenden	P-5180	Regular	Jason Browning	P-5296	Active
RADM Dave Callahan	2408	Life	Harold Chase	P-5266	Regular
Kevin Cleary	RS-772	Active	Jerome Cobb II	1330	Life
Ken Coffland	1600	Life	Thomas Cooney	RS-28	Life
Lee C. Forsblom	P-5165	Life	Michael Gall	RS-338	Life
Zachary Georgia	P-5184	Active	Timothy Gilbride	3079	Regular
Troy Glendye	3652	Active	Sean Green	3452B	Active
Brian Hansz	P-5151	Regular	Kenneth Hunkus	P-5108	Assoc.
Shad Johnson	P-5295	Active	Carl Jordan	2138	Regular
Jeffrey Juniper	P-5323	Active	Jerry Krywanczyk	3617	Active
Rob Kumpf	P-5129	Life	Frederick Lemieux	P-5111	Regular
Robert Lewis	RS-50	Regular	Dennis Majerski	1499	Regular
Lloyd Malone	3300	Active	John McCarthy	3491	Active
William McMeekin	2400	Regular	Samuel Moore	P-5309	Active
John Newhall	P-5238	Life	Adam Ownbey	4804	Life
Cesar Pastorelli	P-5310	Active	Bryan Ranstead	P-3242	Active
Ward Sandlin	3212	Life	Walter Saunders	P-5305	Active



## Air Station Houston Dedicates new CAPT Frank Erickson Headstone By CCGD8 Public Affairs Detachment Texas



Air Station Houston personnel present colors during the ceremony (Photos by PA2 Johanna Strickland).



On 28 September, Coast Guard Air Station Houston held a memorial ceremony to rededicate the headstone of Coast Guard Helicopter Pilot #1, Capt. Frank Erickson, whose contributions to naval aviation forever changed search and rescue.

Born in Portland, Oregon, Erickson served in the Navy before enlisting in the Coast Guard. He received an appointment to the Coast Guard Academy and was commissioned in 1931. While at the Academy, Erickson developed a passionate interest in the techniques of search and rescue and, on May 14,

1935, became Coast Guard Aviator #32.

In 1943, Erickson was selected to be the first Coast Guard aviator to qualify as a helicopter pilot, and just shortly thereafter, on Jan. 3, 1944, he piloted the first helicopter rescue mission.

A reception, funded by the CGAA, was held at a local restaurant after the ceremony.

CGAA Prez Mike Emerson (L), CDR Marcus Canady, Aviator 3691, Air Station Houston CO, and Ptero Broderick Johnson, P-5068, Enlisted Ancient Albatross, stand beside the newly rededicated headstone at Galveston Memorial Park in Hitchcock, TX.



## Carl Christian von Paulsen—Coast Guard Aviation Pioneer and War Hero By William H. Thiesen, Historian-CG Atlantic Area

to the automobile, and aviation develop from the Wright "Flyer" to modern fixed-wing and rotary-wing aircraft. During this rapid transition, von Paulsen relied on his resourcefulness and creativity to help shape early aviation to the needs of the 20<sup>th</sup>-century CG.

Descended from German nobility, von Paulsen developed into a very resourceful and self-sufficient young man with a spirit of adventure and a love of nature. Born in 1891, in Helena, Montana, the coldest state capital in the United States, von Paulsen knew the true meaning of the term "cold." During his childhood, he attended academies in Troy and Albany, New York, and graduated from the Polytechnic High School in Los Angeles, California. von Paulsen was a strong young man standing six feet in height, with a good sense of humor, and known by friends and family as "Von" or "V.P." A rugged individualist, he worked briefly in the logging camps of Northern California after graduating from Polytechnic High School.



It was from California that he sought appointment to the U.S. Revenue Cutter Service Academy and entered with the Class of 1913, which included CG aviation visionary Elmer Stone and a number of flag officers that led the Service into the 20<sup>th</sup> century. In June 1913, von Paulsen graduated from the Academy and received his commission as a third lieutenant in the Revenue Cutter Service. For the next five years, he served on board seven cutters, including a World War I tour as XO of the cutter *Morrill*.

By the end of 1919, he began a series of flight schools that would result in his becoming one of the most highly trained aviators in the Service. At the navy's aviation school in Pensacola, FL, von Paulsen received training in heavier-than-air and lighter-than-air aircraft, and torpedo planes. He graduated in 1920 with the designation of Naval Aviator (Seaplane) and received the CG designation of Aviator #6. Early in 1922, he returned to Florida to attend the U.S. Army Primary Flying School in Arcadia. He graduated in June and transferred to the Army's Advanced Bombardment Flying School in San Antonio, Texas, where he graduated with honors in December. Within the Service, his extensive background in aviation earned him the nickname "The Flying Dutchman."

In between aviation schools, he served a brief tour at the CG's first air station, located at Morehead

City, NC. To prove the value of aviation to the Service, the CG had taken over this surplus naval air station and patrolled the shallow waters of the treacherous "Graveyard of the Atlantic" for ships in distress and

LCDR von Paulsen, his dog "Brutus" and co-pilot ENS Lawrence Melka, in front of their borrowed navy Vought UO-1 amphibian biplane at Gloucester, MA. (photo courtesy of von Paulsen family)



menaces to navigation. However, by 1921, Congress cut funding for the Morehead base, effectively ending the Service's aviation mission.

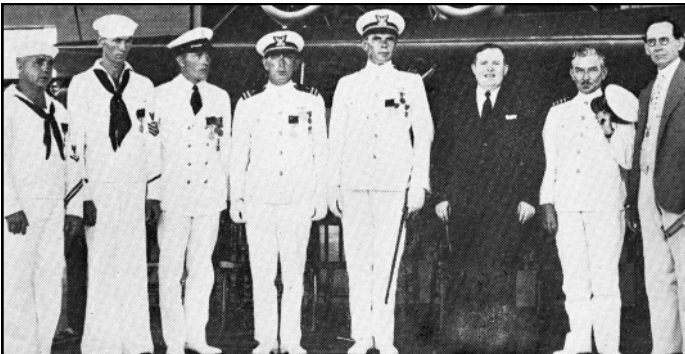
von Paulsen's next assignment would alter his career and the course of CG aviation. In 1924, after completing all of his flight training and a tour on the new cutter *Tampa*, he assumed command of Coast Guard Section Base 7, located at Gloucester, MA. In his three-and-a-half-year tour of duty, LCDR von Paulsen instituted aggressive cutter patrols to enforce Prohibition and interdict smugglers. More importantly, he re-established CG aviation using a borrowed navy Vought UO-1 seaplane and borrowed waterfront property to improvise a small air station. With the UO-1, von Paulsen proved the value of CG aircraft for spotting Rum Runners as well as carrying out search and rescue missions. He also provided regular instruction for aviators; tested radio communications between aircraft, ships and ground stations; developed important aerial spotting techniques; and experimented with new aviation rescue technology. At Gloucester, von Paulsen demonstrated the importance of aircraft for the CG's law enforcement and search and rescue missions and, thereafter, aviation remained a permanent branch of the Service. Establishment of Coast Guard aviation on a permanent basis proved a monumental step in the history of the Service and military aviation in general.

As was customary at the time, aviator von Paulsen returned to sea duty. Once again, he fought the Rum Runners, only this time as commander of CG destroyer *McCall*, then as Destroyer Force Division 4 commander. He returned to aviation duty in 1930, first as CO of CG air station Cape May, New Jersey, then as commander of the Coast Guard air station at Miami, Florida.

On New Year's Day 1933, von Paulsen started out on what would become one of the Service's most famous aviation search and rescue missions and the first such mission to receive the Gold Lifesaving Medal. At mid-day, LCDR von Paulsen and his crew took off from Miami in the Coast Guard seaplane *Arcturus* (at that time, several Coast Guard aircraft received names rather than numeric designations) to rescue a teenage boy blown offshore by a severe storm near Cape Canaveral. *Arcturus* met stiff headwinds, rain and low visibility during the rescue mission, but von Paulsen located the missing teenager adrift in a skiff thirty miles southeast of the Cape and managed to land the aircraft in seas of between twelve and fifteen feet. The crew rescued the boy, but the aircraft had sustained wing damage during the landing and could not maintain flight thereafter. von Paulsen taxied *Arcturus* toward shore while the seaplane lost its wings to the stormy seas. The amphibian's boat-shaped fuselage rode the waves comfortably and the crew and the survivor landed safely on the beach. Through his dogged determination and skillful handling of *Arcturus*, von Paulsen completed the mission and proved definitively the importance of aviation for search and rescue operations.



*Arcturus*, one of several early CG amphibian aircraft given names rather than numeric designations. (photo courtesy of CGAA)



LCDR von Paulsen and crew receiving the Gold Life-Saving Medal. In attendance are Captain C.F. Howell, the mayor of Miami and the governor of Florida. (USCG photo)

After the Greenland Patrol, von Paulsen began the final chapter of his CG career, which found him sailing to destinations far from his Montana birthplace. In 1943, he served briefly on board the famous CG-manned attack transport USS *Samuel Chase*. From the *Chase*, he commanded the new CG-manned troop transport USS *General George M. Randall*. von Paulsen saw the immense ship through commissioning, outfitting and shakedown cruise. In 1944 and early 1945, his ship ferried Allied troops between ports in the Pacific and Indian oceans. The highlight of this assignment was carrying 5,000 Polish war orphans to a new home in New Zealand.



Photo by Henry T. Close, *The Liguus Tree Snails of South Florida*, 2000

In June 1945, before the end of the Pacific War, von Paulsen retired due to health issues. He was 54 years old and had served thirty-five of those years in the CG. When he retired, he moved to South Florida and hung up his wings, having "used all my flight hours." For the next 30 years, he devoted himself to his family and his lifelong interest in nature. He assisted the National Park Service in mapping the boundaries for the Florida Everglades and invested much of his spare time in the collection and cultivation of the rare and colorful *Liguus* tree snail, a variety of which (*Liguus vonpaulseni*) is named for him. It was due in part to his efforts that the *Liguus* snail was spared from extinction.

The story of von Paulsen's career is a lesson in adapting to change and getting the job done with the assets at hand. From his native Montana, he traveled to the four corners of the world. He also fought two world wars and a war against the Rum Runners, and he helped save countless lives. von Paulsen also helped establish the role of aviation for military, law enforcement and humanitarian appli-

cations and helped nurture early CG aviation into an established branch of the Service. The life of Carl Christian von Paulsen is a testament to the character of individuals who have served in the U.S. Coast Guard.

In addition to his vast aviation background, von Paulsen was an experienced Arctic sailor. During the first part of World War II, he served as deputy commander of the Greenland Patrol under Edward "Iceberg" Smith, another distinguished member of the Academy class of 1913. With von Paulsen in command, cutter *Northland* seized the German-controlled trawler *Buskoe*, the first enemy vessel captured in World War II, and a nearby Nazi weather station complete with codes and classified papers. von Paulsen later led a joint Army-Coast Guard task force to capture a second German weather station on Sabine Island, on Greenland's east coast. After one of the task force's two icebreaking cutters was damaged by ice, von Paulsen forged ahead with the *Northland*, finding the station and its supply ship recently destroyed by the Germans. von Paulsen's troops did capture one Nazi straggler, but a long-range aircraft had already evacuated the rest. von Paulsen and all who knew him must have seen the irony of a German-American, who spoke fluent German and descended from German nobility, serving as deputy commander of the Greenland Patrol, which was responsible for clearing the kinsmen of his German ancestors from the frozen expanses of this Danish territory. For clearing Greenland's coast of German weather stations, von Paulsen received the Navy's Legion of Merit Medal and Denmark's Cross of the Order of Dannebrog.

Captain von Paulsen on the bridge of an attack transport with his cocker spaniel "Eight Ball (USCG photo)





## Air Station Clearwater

By Ptero Joseph T. McGilley,  
Aviator 3319,  
Commanding Officer



the indefatigable spirit and talent of our enlisted workforce, and was given the privilege of leading them as a member of the Aeronautical Engineering community. It was here that I learned what it takes to lead from some of our best, including lessons from their Uncles and Cousins in Arkansas, and what was really meant by the admonishment "Joseph, that dog don't hunt." I hope your time here rekindled similar feelings of belonging and accomplishment as you reconnected with one another, and with the new generation of CG aviators and maintenance professionals who carry on your legacy of service excellence. For those of you unfamiliar with Air Station Clearwater

Ancient ones and new hatchlings, I hope you enjoyed your time in Clearwater, Florida, A Coast Guard City, home to the largest and busiest Coast Guard Aviairy, and your host for this year's Roost. I was honored to take Command of Air Station Clearwater in June. It was a homecoming for me, as it was for many of you, as this was my first operational CG unit (1997-2000). It was here that I truly learned my role as a CG aviator; where I first witnessed

and its operations, the unit was first commissioned at today's Albert Whitted Airport in downtown St. Petersburg (now home to Sector St. Pete), on March 1, 1935. The arrival of the mighty HC-130 in 1976 prompted the unit to move nine miles north to St Petersburg/Clearwater International Airport.

At its height, the unit was host to nine HC-130H and 12 HH-60J aircraft and over 700 personnel. Today, the unit hosts over 500 personnel, and maintains and operates 10 MH-60T aircraft and 4 HC-130H conducting missions throughout the Gulf of Mexico, Eastern Pacific, the Caribbean basin, and the Bahamas. We proudly share our facilities with members of Port Security Unit 307, and the Aviation Training Center Mobile HC-130H Standardization Team.

We maintain three deployed MH-60Ts for Operation Bahamas, Turks and Caicos (OPBAT), a joint DEA, CG, Bahamian Turks and Caicos anti-drug and migrant smuggling effort in the Bahamas and northern Caribbean basin. We have C-130s deployed in support of Joint Interagency Task Force (JIATF)

## MH-60T Capabilities

**Manufacturer:** Sikorsky  
**Max Gross Weight:** 21,884 pounds  
**Number Engines:** 2  
**Number of Operational Aircraft:** 10  
**Maximum speed:** 180 knots  
**Cruise speed:** 125 knots  
**Range:** 700 nautical miles (6 hours)  
**Aircrew:** 4 (2 Pilots, FM, RS)  
**Slated now to last until:** 2035-2039



## Air Station Clearwater Personnel

**564 Total Personnel**

(excludes C130 STAN & PSU 307)

**469 - Active Duty Personnel**

**84 Officers**

**47 CPO's**

**265 Aviation Enlisted**

**HS - 11 / CS - 8 / SK - 8 / YN - 4**

**OS - 7 / MK - 8 / EM - 4 / DC - 5**

**GM - 2 / IS - 1 / MST - 1**

**14 Non-rates**

**12 - Civ**

**80 - Aux**

## HC-130H Capabilities



**Manufacturer:** Lockheed

**Max Gross Weight:** 175,000 lbs

**Cargo:** 51,000 lbs

**Number Engines:** 4

**Number of Operational Aircraft:** 4

**Max Speed:** 325 knots

**Cruise Speed:** 280 knots

**Range:** 2,487 nautical miles (12 hours)

**Aircrew:** 7 (2 Pilots, FE, N, R, DM, SSO)

**Average Age:** 42 years

## JIATF-S Deployments

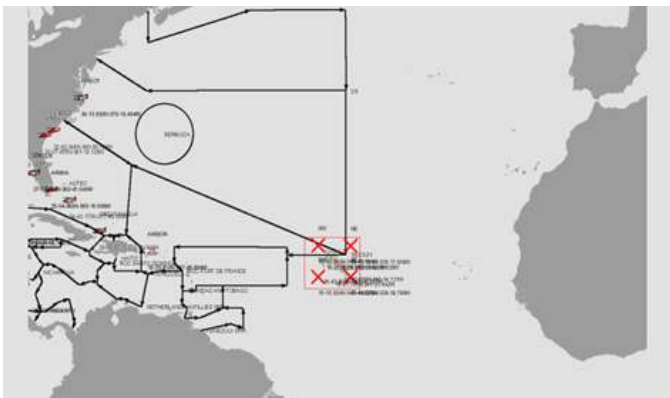
C-130s deploy 9 months/year in support of counter narcotic/smuggling operations in Central & South American.



South operations in the Caribbean and in the Eastern Pacific Ocean, as well as maintaining a constant Bravo Zero Search and Rescue response posture at home in Florida. We also represent the Coast Guard's largest aviation surge capacity force, continually called on to lead the way during disaster and humanitarian response efforts. Air Station Clearwater aircraft and crews were there for the nation's response to Hurricanes KATRINA, MICHAEL, IRMA, and MARIA, as well as countless other natural disasters at home and abroad.

By now you have all seen the horrific images of destruction caused by Catastrophic Category Five Hurricane DORIAN. You have also heard the stories of the tremendous heroism exhibited by the aircrews and support personnel of Air Station Clearwater. I have never been prouder in my Coast Guard career than seeing the tireless professionalism and teamwork exhibited by the young men and women stationed here. Everyone at this unit played some role in the success of our response, and the follow on relief

efforts. Whether it was our facilities engineering staff removing a legacy structure on short notice to enable the hanging of additional aircraft and equipment; our admin personnel adjusting to a continuous stream of last minute orders and changes in destinations; our supply staff finding the money and resources after fiscal close out to sustain our response; our Doctors and HS staff deploying with our aircrews to triage and treat the injured, or the hundreds of maintenance professionals who stood port and starboard watch with their bags packed providing ready aircraft or relieving the first crews in; it was an awe inspiring, all hands on deck effort. Most recently, we had three separate C-130 crews deploy to the middle of the North Atlantic Ocean, 1100 miles east of Martinique and 960 West of the Cape Verde Islands, truly at world's end, providing the best hope for the missing sailors of the Ocean Going Tug **BOURBON RHODE**, lost in Category Four Hurricane **LORENZO**. In both of these instances, our aircrews took warranted risks, operated their aircraft at the edge of their capabilities, and gave hope when it was needed most.



## 2018 SAR STATS



**SAR Stats for Fiscal Year 2018:**

- 249 cases
- 106 lives saved
- 412 lives assisted
- 2.1 Million dollars of property saved.

## Hurricane Dorian Response

### Initial Surge Assets

- 7 forward-deployed MH-60Ts
- 8 forward-deployed helicopter crews
- 4 Clearwater-based C-130s
- 3 Customs and Border Protection UH-60s

### Key Operations

- MEDEVAC of critically injured persons from Great Abaco and Grand Bahama Islands
- Continued 24/7 SAR coverage for OPAREA
- Damage survey of affected areas
- Supplying food, water, medical supplies to shelters and isolated settlements
- Logistical support
- Medical aid at local triage centers with CG flight surgeons and HS's
- Multinational Rescue, Recovery, Relief effort lead by Bahamian National Emergency Management Agency.

Totals (USCG/DoD/OGA)	
Sorties Flown	179
Hours Flown	315
Lives Saved	252
Lives Assisted	149

So, I hope that while you enjoyed our white sandy beaches, outdoor adventures, and the comradery of our shared experience, you met one of the outstanding young men and women who continue to serve; all the while, knowing that your legacy is in their good hands. Thank you all for your dedicated service; Air Station Clearwater has the watch!



## Ancient Al #25 Letter to Pteros



mandant, I have the pleasure of flying with the professionals of CGAS Washington. The 33 active duty and two civilians, under the leadership of Ptero CAPT Scott Phy, Aviator 3489, have one of the most unique and complex missions in the Coast Guard. Whether flying across the Atlantic to Europe, across the Pole to Alaska or down the coast to Miami, this group of Coast Guard aviators transport Coast Guard and DHS senior leaders on over 120 missions a year. These missions are often multi-day, multi-stop, international engagement missions that are "no fail" in nature and the crew of CGAS Washington consistently exceeds expectations. Flying their Gulfstream C-37A and G-550, they demonstrate the ultimate in professionalism, incredible adaptability and superior airmanship. They are a source of pride for the Service.



Greetings fellow Pteros!  
Had a tremendous time at the Roost and want to pass on my sincere thanks and well done to the committee and CGAS Clearwater.  
I also wanted to highlight another unit that I am very proud of. As the Ancient Albatross and Vice Com-

Semper Paratus!  
ADM Charlie Ray,  
Aviator 2311



## John Henry Bronczek Earns Jack Rittichier Award



Kent State University concluded its preseason camp with the traditional presentation of the LT Jack Rittichier Memorial Trophy at Dix Stadium. John Henry Bronczek, an undersized safety, was given the award for displaying the same qualities that Rittichier displayed.

"He goes above and beyond the regular call of duty," said Head Coach Sean Lewis. "He is a guy that you want in your foxhole with you. He has fought back from injury, fought through injury, has done everything we have asked him to do and then some. He is the player

the special teams unit relies on. He is the quarterback of our special teams unit. He is the unsung hero of our #FlashFAST family and the glue who holds it together."

One of the most valued traditions within the football program, Lewis wanted the "Jack's Run" trophy to go to a player who leads by example from winter workouts, to spring ball, through summer workouts, and preseason camp. The sculpture is based on a famous photo from Rittichier's 90-yard touchdown run in a comeback victory against Bowling Green. A nameplate for Bronczek will be added to the Rittichier Monument located in the South Plaza of Dix Stadium. It is the only monument dedicated to a fallen hero in an FBC stadium.

Retired Coast Guard Ptero LCDR Jim Loomis, Aviator 1179 (on Left in photo), and Rittichier's 1954 Refrigerator Bowl teammate, Allan Kaupinen, spoke to the team about what made Rittichier so special, including the numerous lives he saved in a Lake Michigan maritime disaster, and in Vietnam before his death in 1968.

"Jack Rittichier epitomized the character and innate drive to successfully captain our football and track teams, serve as master of

ceremony for our spring variety show, "Pork Barrel", and further developed his leadership skills in the ROTC," said Allan Kaupinen. "With time running out in our critical game with rival Bowling Green, it was, of course, Jack, who took charge and bolted 90 yards for the winning touchdown, leading Kent State to our first post-season bowl game, the Refrigerator Bowl. In Vietnam, it was Jack who stepped forward to volunteer for an attempt to rescue a downed Marine Corps fighter pilot. Jack's last unselfish assumption of a very dangerous leadership role cost him his life in service to our nation. Our nation, and particularly Kent State University, was blessed to have Jack Rittichier grace us with his presence and extraordinary contributions. His service will be remembered as we again award the Jack Rittichier Memorial Trophy and place another recipient's name on the Rittichier Monument."

Rittichier, Aviator 997, is one of the most celebrated heroes in the history of the U. S Coast Guard. Loomis, like Rittichier, is one of 11 Coast Guard pilots remembered for serving in combat rescue missions during the Vietnam War. In 2009, Loomis gained the support of the Coast Guard Aviation Association to turn his suggestion for the award into reality.



## Enlisted Ancient Al #12 Report to Pteros



Greetings from the Enlisted Ancient Albatross. Let me start off by saying that the 2019 CGAA Roost in Clearwater Beach, FL. was outstanding! A big thanks goes out to the CGAA Executive Board for selecting the beachside venue and putting together such a fabulous time. It was my first Roost and my breath was taken away by the stories being told and the amount of Coast Guard aviation history present. What an exciting and historic group of people we have in the association! I encourage all Pteros active duty and retired to consider attending next year's Roost in Port Angeles, WA. The highlight of the Roost was the awards banquet where active duty Coast Guard aviators were recognized for their superior performance. Congratulations to all of this year's award recipients.

CG operations have been extremely busy and I can't say enough how proud I am of the high level of performance displayed by the men and women of the CG. Once again, CG men and women demonstrated their ability to conduct a complex response effort involving units from multiple CG Districts. Hurricane Dorian was a record breaking storm that struck the Bahamas before traveling up the eastern coast of the United States. It was an all hands on deck response effort by CG cutters and aircrews conducting search and rescue and logistical support missions for the Government of the Bahamas. The slow moving storm delayed initial response efforts

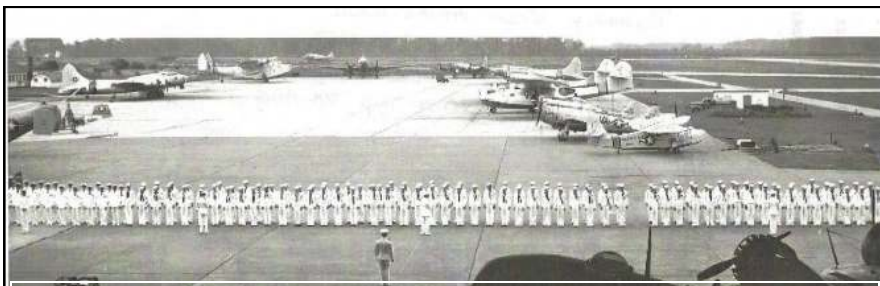
but CG aircrews conducted nearly 150 flight sorties and rescued over 400 people.

I had the honor and pleasure of speaking at the CAPT Frank Erickson headstone dedication in Hitchcock, TX in September. The ceremony was hosted by AirSta Houston and supported by the CG Aviation Association and the Sikorsky Aircraft Corporation. CDR Marcus Canady, AirSta CO, presided over the graveside ceremony. CAPT Frank A. Erickson was CG aviator #32 and CG helicopter pilot #1. A giant in aviation, CAPT Erickson is internationally recognized for his groundbreaking achievements. He completed the CG's first helicopter SAR case on January 3, 1944 from AirSta Brooklyn when he transported blood plasma from Lower Manhattan to Sandy Hook, NJ. He spearheaded the first helicopter training program and trained over 100 pilots and over 200 mechanics from the CG, Navy, Royal Air Force and British Army. CAPT Erickson also developed the first techniques and procedures for shipboard helicopter operations. His daughter, Mrs. Kay Erickson McGoff and several other Erickson family members attended.

SEE ENLISTED ANCIENT AL on P. 20



## The 75th Commemoration of D-Day, C-47s at Normandy By Ptero Art Wagner, Aviator 769



**Change of Command at AirSta Elizabeth City in the immediate post WWII era. Note the R4D (C-47) in the hangar along with a JRF Goose. On the ramp were P-47s from the Virginia ANG, PBMs, R5C Commandos, PB1Gs, Grumman J4F (Widgeon), PBYS, an H-21 and the only McDonnell helicopter used by the CG.**

Photo courtesy of Ptero Art Wagner.

As a young Aviation Maintenance Officer in training at Chanute AFB, IL, in 1962, I had the distinct opportunity to fly the C-47 for proficiency requirements. (You had to get your 4 hours in each month or no flight pay.) It was a real thrill for me as my very first flight was as a passenger in an American Airlines DC-3. So, I was enthralled at the idea of flying a large number of C-47s over Normandy as part of the 75<sup>th</sup> anniversary of that momentous invasion. I'm sure that many a Ptero shared my interest and has been following the saga of the restoration of C-47 *That's All Brother*. It was the actual lead ship of 800 C-47s that departed England at midnight for the drop of 13,000 paratroopers behind enemy lines. Given today's technology, can you fathom the scene of 800 aircraft launching into the murk, and successfully rendezvousing that gaggle? They did it.

*That's All Brother* was rescued from Warren Basler's Turbo Conversion in Oshkosh and given a multi-million dollar and man-hour restoration in preparation for the 75<sup>th</sup> anniversary. Re-enactors practiced jumps and became qualified "paratroopers". WWII uniforms and equipment were found/made and the complex plans to get the old birds across the pond were created.

The MVP that pulled it all together was none other than a Coast Guard MH-60T helicopter pilot, Ptero Kevin Riley, Aviator 4493A. In an excerpt from a recent magazine article, he was described thusly: "Kevin Riley, however, is the team member that Zipkin (Eric Zipkin – a pilot and charter operator from Connecticut) calls his MVP. He was the glue that kept us together, operationally." Zipkin said. He was the one who made sure the squadron had fuel in Presque Isle, Maine, and Goose Bay, Labrador. He filed the flight plans and put together the formation briefings. He also shadowed the squadron as it traversed the North Atlantic, following the same segments flown during the war in a Beechcraft King Air 200 donated by Dynamic Aviation." Well done!

*[This photo and story are about a time 'back in the day' when there were veritable '...iron ships and wooden men,' and there are many intrepid survivors of this era who are still around to talk about '... the way it was...! It was when the source of most CG aircraft was whatever they could beg, borrow, or steal from the Navy or the Army Air Corps. It was before there was standardization and 'flight safety' as we know it. It was when, if the SAR alarm rang during the workday, the first pilots and aircrew who got to the ready aircraft were the flight crew, wearing whatever they had on. It was when all pilots and aircrew were qualified in every assigned aircraft at the unit and flew in them. Thanks to all of our heroic aviation pioneers, past and present!...Ed]*

### From Arctic Zone to Europe... and Back

By Ptero LT Kevin Riley, Aviator 4493A

"This must be why the Troop Carrier Squadrons were only 12 ships" I thought as I was being slung around in the back of the "*Spirit of Benovia*" from the wake turbulence of our exceptionally large formation ahead. Twelve DC-3 type aircraft were spread before us in "vic" formation stepped down to the lead ship, "*Placid Lassie*", back 75 years after she had last towed gliders and dropped paratroopers in the summer darkness of 1944.

Behind us in the formation of 14 aircraft was the CG 2003, piloted by LCDR Mike Deal and LT Garry Kuehn from AirSta Elizabeth City. They had the Herc slowed back to join formation with a transport aircraft from another era in an epic international Presidential fly by on the world stage in what certainly is a proud moment for Coast Guard aviation. Below us in the National Cemetery, a French and American JTAC were calling our formation in from our holding point west of Omaha Beach to overfly the US and French heads of State as part of the 75<sup>th</sup> anniversary of the Normandy invasion.

Out the left window of *Benovia*, I could see the approaching USAF formation of Ospreys and C-130s, four Rafale fighters and the jets of the Patrouille De France sequencing in for their overhead times just like we had briefed a few hours earlier in our hangar, secured courtesy of the U.S. Secret Service at Caen Carpiquet airport as we waited for the arrival of Air Force One. Now, watching the beaches and the Normandy countryside glide by beneath the right wing, I wondered...how exactly did I end up here again?

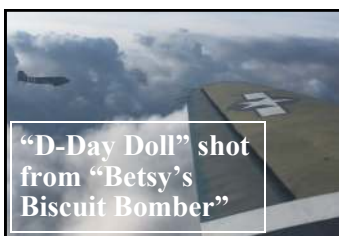
Getting 15 historic DC-3 type aircraft safely across the North Atlantic was a monumental multi-year effort that I got to see from the inside as the Technical and Safety advisor to the "D-Day Squadron", the American contingent of DC-3 type aircraft heading to the UK and Europe in the summer of 2019. I had a significant logistics background from my time in the Army, and fresh Flight Safety Officer experience from Air Station Kodiak which was used to organize the cooperation among 100+ pilots and crew throughout our planning, briefing and execution of transit, formation and parachute operations.

Starting in Connecticut, we trained for a week in May to standardize and document our launch, formation and recovery procedures with aircraft and crews from around the country. The members of the D-Day Squadron also had a chance to get wet and laugh at each other wiggle into gumby suits and train with a survival raft donated by the Winslow life raft company in the cool waters of a local swimming pond. Ditching characteristics of the DC-3 and crew duties were also briefed utilizing historical mishap records. Having CG experience on hand paid dividends, giving the crews confidence in their aircraft, equipment, signals, and training.

I noted on the Atlantic crossing that cabins were neatly secured, with life rafts stowed by the aft door and survival suits individually labeled and ready for rapid use. The crews were the best DC-3 operators in the world with many being retired from the airlines, or

experienced hands from the warbird community. Our train up week culminated in a fly-by of the Statue of Liberty low level through downtown NYC with a T-6 escort and an open house event which was graciously supported by Air Station Cape Cod with a great HC-144 crew for a public affairs event organized by LT Kate Dacimo prior to our departure from Oxford, CT.

Following the Blue Spruce route from Goose Bay, Newfoundland, to Narsarsuaq, Greenland and onto Prestwick, Scotland via Iceland was a once in a lifetime trip in and of itself. Several aircraft elected to proceed north of the Arctic circle to Sondrestrom, Greenland for refuel to bypass "Blueie West One" and the high winds and turbulence being generated by a strong **SEE D-Day on P. 14**



**"D-Day Doll" shot from "Betsy's Biscuit Bomber"**



## Ye Olde Clearwater Roost Report By Ptero Steve Goldhammer, Aviator 1207

There was nary a hurricane in sight as the 2019 Clearwater Roost early-birds gathered at the beautiful Sheraton Sand Key on Tuesday, 5 November. Everyone eagerly pflocked to the 8th-floor hospitality suite to check in and catch up with long-lost comrades. Alice D'Andrea and Pam Gunn graciously manned the welcome table and helped us get our bearings. Everyone was excited to attend this first Clearwater Roost since 1993. Some of the attendees had been stationed at AirSta St. Pete at Albert Whitted Airport (now CG Sector St. Pete) prior to the move to Clearwater Airport in 1975. This Roost was especially nostalgic for them.



AirSta St. Pete unit patch circa 1958.



1959 Explorer Scout campout at AirSta St. Pete. Ye Ancient Scribe, age 14, first row, 2nd from left. P5M Pilot Ptero, then-LT, Marty Kaiser, Aviator 753, first row on right.

The hospitality suite was buzzing with tall tales long into the night.

Wednesday kicked off with a golf

tournament at picturesque Cove Cay Golf Club. About 32 golfers enjoyed frustratingly chasing after a little white projectile while swapping 'sea stories' for five hours. The winning team was the Traverse City contingent: Pteros Tom Haase, Av. 1948, Mark Benjamin, Av. 1665, Brian Murray, Av. 1890, & Ken Olsen, Av. 2207. They each received the now-coveted CGAA Blue Jacket adorned with various CG-related patches.



The jackets were provided by Mark Benjamin who was following through on an idea from the 2017 Atlantic City Roost. They have custody of the jackets until next year's Roost when they can try to win them again. The jackets must be worn for at least ten minutes during the annual reception. Each winning foursome is required to affix the applicable Roost patch and/or associated unit patch to at least one of the jackets. No previously affixed patches may be removed, moved, or otherwise disfigured, covered, mistreated, or messed with in any way.

Many other 'Roosters' took a tour of downtown St. Pete and visited the old St. Pete AirSta. Ye Ancient Scribe regaled the tour with stories of when he lived in St. Pete as a dependent when his dad was stationed there from '48-'51 and '57-'60. Many of us then spent a delightful afternoon lounging around and in the hotel pool.

Prez (and former Airsta Clearwater CO) Mike Emerson welcomed us all to the poolside evening reception at the 'Sheraton hotel and assisted living center.' He said there are two types of drivers in Clearwater: old people and their parents. He said that Ptero Ben Stoppe, Av. 1646, asked that people please stop charging drinks to room 820, the hospitality suite. The hotel received its first noise complaint from someone in the hospitality suite who complained about the noise coming from room 810, Ptero Jay Crouthers. He introduced Ancient Als ADM Ray and AMTCM Broderick Johnson and other dignitaries and said that none of this happens without the help of our sponsors, especially Lockheed Martin and Sikorsky.

Ptero Dave Cooper, Av. 1525, serenaded some of us with his superb rendition of 'Wasting Away Again in Margaritaville' and other selections. A great time was had by all.

At the Thursday morning annual Business meeting, Prez Emerson said the state of the Order is outstanding. We have a bad-ass business plan and a Board that over-achieves regularly. This meeting is a good chance for drying out from last night. He reviewed the CGAA accomplishments over the past year. Mark D'Andrea (former AirSta Clearwater XO) and his committee have done a wonderful job with staging the Roost. We've never been as far as we are today with our Air Station local coordinators. We need a few more volunteers. The AirSta CO's want us there to memorialize and be mentors. Each coordinator will get a stipend from the CGAA to use for AirSta events. We're leaning forward in a lot of different ways. We have great supporters and good comms CG-wide. We still need to work harder on raising our awareness and fundraising and working with the CG Auxiliary.

Executive Director Ben Stoppe presented the Treasurer's report, 'the boring part of the meeting.' The CGAA is in good financial shape. Our net worth is about \$160.9K. Sikorsky (a Lockheed Martin company) has provided great support through Ptero Lacey Coleman, P-4997. Ben reviewed the activities funded by the CGAA in the past year. He introduced the new Treasurer, Ptero Mike Brandhuber, Av. 3358. Ben said he thought for a while that he'd be the Treasurer for Life. The official handover of the checkbook and verification of the contents of the petty cash fund, including the lock washer by Lacey Coleman, were conducted. Lacey added a replica of Igor's fedora to the collection. Ben gave her an original Ptero challenge coin.

Mark Benjamin reviewed the local coordinator program. He said we're doing it because we want to have some fun locally and grow the CGAA.

Jay Crouthers talked about the new things available from the Ptero Store. He said we now have a legal CGAA logo.

Ptero Past Prez George Krietemeyer, Av. 913, talked about the Naval Aviation Museum. He said he joined the Naval Aviation Foundation in 1982 to make sure that the CG got proper representation at the museum, and he's still doing it. The CG exhibit at the museum now covers about 10K sq ft. He made a pitch for all Pteros to join the Foundation.

Ptero Jeffrey Hartman, Av. 1128, spoke about the next Roost at Port Angeles from 22-25 September at the Red Lion hotel. Rooms will be \$99/night or \$139 with a water view. The last PA Roost was in '87. One of the Roost

events will be boat trip to Victoria. Bring your passport. Also, don't miss seeing the phone that Ptero Bud Breault, Av. 1124, had installed in the CO's head when he was CO there. Jeffrey said 'Please come.'

Dana Goward spoke about the Association for Rescue at Sea and asked for help submitting award recommendations, gold for CG Active Duty and silver for Auxiliaries.

AirSta CO Ptero CAPT Joe McGilley, Av. 3319, welcomed us to the best CG Air Station. He has 567 people assigned. He lauded the CG Auxiliary support of the AirSta and the legacy of CG aviation among the CGAA members. He said he's honored to have us here.

Ptero CAPT Carl Riedlin, Av. 3052, Chief of Aviation Forces (CG-711), said that Air Station life is alive and well; it feels just like it used to. He wants to instill what we have in CG aviation.

Ptero CAPT Kent Everingham, Av. 3225, Chief Aviation Engineer (CG-41) said we have a bright future. It's a challenging time in CG aviation, but we have great talent.

Carl reviewed the status of CG aviation. HITRON had 67 busts and \$1.8B of drugs interdicted in the last year. The CG surged into the fight for Hurricane Dorian. The CG never passes up a yard sale. Regarding Un-manned Aerial Systems (UAS), it's his least favorite aircraft. 'The Wright Brothers' dream was 'manned aerial flight.' 'All CG cutters should have some form of UAS augmented by a CG aviation crew.'

Kent said we have lots of challenges to sustain our aircraft. H-65s are being taken to 50+ years of service. We have to figure out how to spread out or reduce the age of our RW fleet. We're building a plan for something that hasn't happened yet. H-60s will get blade fold and tail fold, so H-65s and H-60s will both deploy on ships. There will be almost 20 years between the purchase of the first and last HC-130Js. Eight years of flat-lined budget has created a severe shortage of CG aircraft parts. No museums have asked for the three old C-130s scheduled to be destroyed. ALPAT may be replaced.

Ben talked about the Ptero Norm Scuria, Av. 1506, Memorial Scholarship for students at a local STEM school in Elizabeth City for the National Flight Academy in Pensacola every year. Donations are requested. More info is on the CGAA website.

Under new business, Mark D'Andrea talked about changing the Ptero dues structure to possibly a monthly charge. Some new innovations are needed to sustain the CGAA.

Prez Mike said we need to dialogue

about what we want to do as an organization besides parties. We need new revenue streams. He suggested a \$5/month donation allotment. 'It's only one Starbucks a month.' Ptero Gary Gamble, Av. 1826, said the CGAA is part of the United Way as a 501C3 organization. Ben suggested that people apply their Required Minimum Distribution from their IRAs to the CGAA. Mike said 'make us your favorite charity; we're a good cause.' George Krietemeyer said allotments are great; start it and then you'll forget about it. Ben said it's difficult to get the CG to start a new allotment category. The Board will look at the issue.

Ptero VADM Howie Thorsen, Av. 776, mentioned the loss of Honorary Ptero Connie Edwards, a long-time CGAA supporter. He was a fine gentleman, and he will be missed.

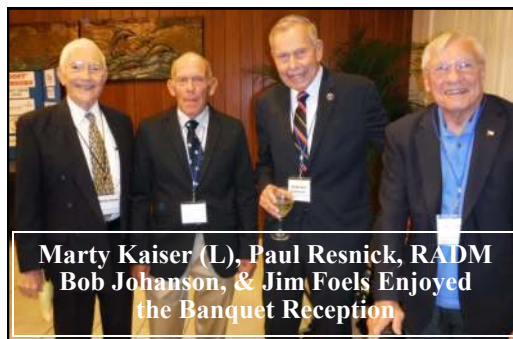
Ptero Commodore David Starr, P-4832, the National Division Chief of CG Auxiliary Aviation, said he's excited to get closer to the CGAA. There are 650 Auxiliary aviator members and 160 aircraft. He wants to increase support of CG aviation missions as a service to our country. He's a 20-year Auxiliary pilot and glad to be a Ptero. His goal is to have Auxiliary aviation be safe, proficient, and professional. The CGAA will help Auxiliary aviation 'up their game.'

Prez Emerson recognized the CGAA Board's dedication and said we have a bright future. Mike D'Andrea made a pitch for all Pteros to buy the new CGAA nametags.

Many of us thoroughly enjoyed a lunchtime cruise around the Clearwater Beach area aboard the Starlite Majesty Dining Yacht. The weather, the food and the fellowship were tremendous!



The remainder of the afternoon was spent soaking up the rays at the pool.



Marty Kaiser (L), Paul Resnick, RADM Bob Johanson, & Jim Foels Enjoyed the Banquet Reception

Prez Emerson welcomed us to the banquet on Thursday night, 'the capstone of the Roost.' He said we have awardees here tonight who are spectacular aviators. Please turn your cell phones down and your hearing aids up, and we'll get started. AirSta Clearwater's chaplain LCDR Trenton Long gave the invocation. He asked for a blessing on all who go out of their way to save lives and those who have gone before us. Prez Emerson read the legend of the missing table tribute to those who gave their lives that others may live. Ye Ancient Scribe then read the Airman's Prayer and the list of 33 CGAA members who logged their last flight in the past year. Mike introduced AirSta CO Joe McGilley and said only the best of the best become the CO of AirSta Clearwater. Joe said he's amazed at the number of mentors in the audience who had such an impression on his career. Two in particular were ADM Ray and Ptero LT Nate Cajigas, Av. 4714, the AirSta's Roost liaison officer. What the Pteros do to recruit and honor active duty personnel is amazing! We are honoring many CG heroes tonight. The legacy of CG aviation is in good hands.

Prez Emerson introduced many dignitaries and our Ancient Als, Auxiliary COMO David Starr, Ptero Roy (founder of the Victor Roulund award, P-2741) and Evon Vander Putten, and attending Ptero Flag officers. He thanked our sponsors, especially those attending from Lockheed Martin (Ptero Mark Creasy, P-4748, & Andy McIntyre) and Sikorsky (Lacey Coleman & Carolyn Strauch). He recognized the Roost committee and said what they did was like training for a marathon. He said he's honored to have the awardees here tonight; 'This is the Super Bowl for us!'

Ancient Al ADM Charlie Ray said it's great to be here on behalf of Donna and himself; he can't think of anywhere else he'd like to be. Unlike CAPT Riedlin, he thinks UAS's are great. He thanked the Pteros for all that they do, especially preserving our history. Active duty aviation stands on our shoulders. He thanked us for paving the way to make CG aviation as great as it is. He enjoyed hearing our stories about dark and stormy nights and the hours our seat cushions became part of our posteriors. He's tickled that the Auxiliary is becoming more involved in our organization. He thanked CAPT McGilley for all that AirSta Clearwater has accomplished. He commented on the historic past year in CG aviation and what's to come. No one bats an eye anymore at the accomplishments of our female CG aviators. The recognition of CAPT Frank Erickson was long overdue. There has been 20 years of HITRON and over \$20B of drugs interdicted. National Security Cutter #9, the CGC Elmer Stone, will be accepted next November. He presided at the retirement



of Ptero CAPT Patricia McFetridge, Av. 2770, the first female CG aviator to receive the DFC. In response to hurricane Dorian, we didn't ask for permission; we just moved out and did our job. He listed many other great accomplishments and said that many people in the room set the standards for us to follow. For the Way Ahead, there will be urban SAR, Arctic Ops, pushing our borders south, and continuing to surge where we need to surge. Retention of aviators is a challenge. He praised the humility of our aviation personnel and said we'll be in good hands.

The Victor Roulund Rescue Swimmer Meritorious Achievement Award was presented to Pteros Ken Coffland, Av. 1600, Dana Goward, Av. 1825, Hugh O'Doherty, and Dick Wright, Av. 1914, for their outstanding efforts in establishing and sustaining the CG Rescue Swimmer Program in the 1980s amidst formidable opposition and skepticism.



Enlisted Ancient Al MC Johnson (L), Roy Vander Putten, Dana Goward, Ken Coffland, Hugh O'Doherty, Dick Wright, & Ancient Al ADM Ray.

The Chief Oliver Berry Aviation Maintenance Award was presented to AET1 Brittany L. Bryant of the Aviation Logistics Center Elizabeth City Medium Range Surveillance Product Line. AET1 BRYANT is a technical expert and key member for three major HC-144B avionics upgrades in the Medium Range Surveillance Product Line at the Aviation Logistics Center in Elizabeth City, North Carolina. AET1 Bryant also identified discrepancies and provided software design solutions for the Short Range Recovery Product Line, that enabled cross platform engineering and software design changes of the avionics systems for the HH-65E Fleet.



Bob Powers Photo

The CAPT William B. Kossler Aviation Maintenance Officer Award was presented to Ptero CDR Jerry K. Krywanczyk, Av. 3617, AirSta Elizabeth City Engineering Officer. CDR Krywanczyk was instrumental in the fleet's engineering response to Hurricane Florence operations by organizing maintenance for 20 aircraft and integrating deployed crew from 13 other units. He also spearheaded testing of the Minotaur Mission System Suite (MSS+) electronic upgrade on the C-130J in support of fleet wide implementation. He was key to Air Station Kodiak transition to the C-130J aircraft by overseeing aircraft transfers, coordinating aircrew upgrades, and providing parts and additional training for Kodiak technicians. Additionally, always focused on personnel safety, he spearheaded a major initiative for mitigating exposure to hexavalent chromium generated during aircraft maintenance.



Bob Powers Photo

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to CG ATC Mobile: LCDR Ben Walton (CSO), Av. 3793, LCDR Derek Wilson (FSO), Av. 4224, LCDR Mike Gibson (FSO), Av. 4270, LCDR Peter Maloney (FSO), Av. 4219, Ptero LCDR Brian A. Kudrle (FSO), Av. 3863, LT Margaret Morgan (FSO), Av. 4498, LT Erik Price (FSO), Av. 4469A, LT William Philyaw (FSO), Av. 4212A, LT Justin Dougherty (GSO), Av. 4570, AMTC M. Shaun Baines (GSCPO) and Mr. David Britain (CIV). From 1 June 2018 to 30 April 2019, ATC Safety Department exhibited extraordinary performance in support of the four pillars of the CG's Safety Management System (SMS): Policy, Promotion, Assurance, and Risk Management. The ATC safety staff significantly increased their leadership role in CG safety training. The ATC Command Safety Officer, LCDR Ben Walton, served as an instructor in the first organic Coast Guard Flight Safety Officer course and later in the year spearheaded the refinement of the course content. Furthermore, ATC FSOs provided input into numerous ALSAFETY messages and completed several trend analyses that provided important awareness and hazard mitigation to the fleet. Likewise, the ATC Safety Department assisted in several fleet evaluations of the new FORCECOM approved Flight Safety Assessments providing sage, actionable feedback and promoting SMS leading practices, many of which were developed at ATC. As all aviators intuitively know, to operate effectively and efficiently, aviation safety needs to be woven

into all aspects of aviation operations. Aviation training is no exception. The actions of ATC's Safety Department accelerated the inculcation of aviation safety into all aspects of aviation training adding significant value to the total training system. They also continued exemplary local practices.



LCDR Walton (L), LT Philyaw, LCDR Kudrle, MC Johnson, LT Morgan, & ADM Ray.  
Bob Powers Photo

The CDR Elmer Stone Fixed Wing Rescue Award was presented to the AirSta Barbers Point HC-130 CGNR 1720 crew: LT Eric J. Wyrick, Av. 4364, LT Terrell D. Jackson, Av. 4601, AMT2 Gregory W. Knight, AET2 Trenton K. Garza, AMT2 Garth H. Booye, Ptero AET3 Kevin Q. Blair, P-4409, and Ptero AMT3 Colby L. Smith, P-4497. They were recognized for their outstanding performance of duty on 31 December 2018 in the rescue of the survivors of the M/V Sincerity Ace, a 650 foot long car carrier that was engulfed in an uncontrollable engine room fire 1,800 nautical miles west of Oahu, and, due to inoperable lifeboat davits, the crew of 21 people were forced to abandon ship directly into the water. While on scene, the aircrew established a maximum endurance profile and coordinated search action plans to minimize the gap in air surveillance before another aviation asset could arrive. Due to the 24-foot seas and winds gusting to 30 knots, it was extremely difficult for five AMVER vessels to locate the survivors. Prior to departing from the scene, eight victims were recovered, and AMVER vessels were actively recovering another eight.



AET3 Blair, AMT3 Smith, LT Wyrick, LT Jackson, & MC Johnson.  
Bob Powers Photo.

The CAPT Frank Erickson Rotary Wing Rescue Award was presented to the AirSta Cape Cod crew of MH-60 CGNR 6032: LCDR William J. Bur-

well, Av. 3973, LT Katelyn M. Dacimo, Av. 4664, AMT1 Devin R. Lloyd, AST2 Michael W. Kelly, and AST3 Luke M. Headley who responded to the F/V AARON AND MELISSA II taking on water in the midst of a nor'easter with reported 50 knot winds and 25 foot seas, 140 nm east of Cape Cod. Through their expert aviation and crew skills, the crew of CGNR 6032 grasped the four crewmembers of the F/V AARON AND MELISSA II, from the grip of the sea and undoubtedly saved their lives.



**MC Johnson, LT Dacimo, LCDR Burwell, AST2 Kelly, AMT1 Lloyd, & Carol Strauch, Sikorsky rep.**  
**Bob Powers Photo.**

Prez Emerson said we are inspired by and proud of the award recipients.; the rescues were heroic and phenomenal! He's glad that we have a group like this with the collective wisdom to mentor our followers.

Auxiliary COMO David Starr said it's hard to follow those awesome awards. He extended greetings from the National Commodore, Larry King. He said he wants to get Auxiliary aviation closer to active duty aviation. He wants to offer safe, more proficient, and effective Auxiliary aviation operations to the CG. At the end of the day, aviation operations come back to the core character of the CG; technology can't replicate that. The Auxiliary brings a lot to the table to fill the gaps in mission spread. He said he's humbled to be here tonight.

Ptero Dick Wright, a former Helicopter Association Internationale officer, told us about inviting Ptero Stu Graham, CG Helo Pilot #2, to the HAI convention in 2004 to receive an award for a 1949 helo flight from Elizabeth City to Port Angeles. It was the first transcontinental helo flight. Dick presented Stu's handwritten report on that flight to the CGAA for display at ATC Mobile.

Enlisted Ancient Al Broderick Johnson said he was glad to participate in the award presentations and hear the awesome accomplishments of the awardees. He also enjoyed the amazing crowd of Pteros and their stories. He said he was here tonight to speak to the young aviation people. He encouraged them to learn more about the CGAA by looking at the Ptero website. He said our young people have a great attitude. Prez Emerson presented a painting of the helicop-

ters flown by the CG to ADM Ray and MC Johnson for 'being the Ancient Ones.'

Chaplain Long gave the benediction.

An overflow crowd then adjourned to the



**Bob Powers Photo.**

hospitality suite to keep the party going.

There were two Professional Discourse sessions on Friday morning. HITRON CO Ptero CAPT Mike Campbell, Av. 3380, talked about the 20-year history of HITRON. This is his second tour there. He has 258 people and 12 helos assigned. Their motto is 'Force from Above.' ADM Jim Loy (G-C) approved the HITRON concept in 1998. The first armed interdiction was on 16 August 1999. Five crews are deployed continuously. There have been more than 684 interdictions and over \$21B of drugs intercepted in 20+ years. They've never taken fire, but they train for it. They only catch about 10% of inbound drug traffic.

Jim Salazar, founder of Arctic Hot Point Solutions to find MIAs, spoke about the efforts to locate the missing J2F that crashed on 29 November 1942 in Greenland. (See related story on P. 14 of Pterogram 3-17) DOD has ceased searching for the Duck since a 'false positive' sighting in 2015. Jim showed fascinating videos about the detection and drilling process and associated research with drone-mounted Ground Penetrating Radar. The latest expedition was in September 2019. The search continues as the certainty of the location increases. The next expedition will be in 2020.

The closing Roost event was a wonderful catered picnic in the H-60 hangar at the Air Station. It was great to get a tour of the hangar, look through the air station scrapbooks, climb aboard the aircraft, and mingle with the crew.



**CAPT McGilley Addresses the Picnic Crowd.**  
**Bob Powers Photo.**



**Ptero CPO (Ret.) Ernest Knowles, P-2402, age 92 (L), & Ye Ancient Scribe.**  
Ernie was perhaps the oldest Roost attendee. He enlisted in the CG in 1946 & flew in PB-Y's in Argentina, Newfoundland in 1947.



**Ptero Bob Powers, Aviator 1458, Roost Photographer Extraordinaire, and his wife, Alma, enjoyed the picnic.**

It's so great to see old friends at the Roost every year. Everyone you see reminds you of the adventures you shared with them. Please see the Ptero website, [aoptero.org](http://aoptero.org), for many more great Bob Powers Roost photos.

Hope to see you next year in Port Angeles!





## Operation: RADIOAIR

### District Fifth Northern develops a joint Air and Land Based Radio Exercise

By Linda Skvarla, ADSO-PB – District Fifth  
Northern

*The Coast Guard MH-65D helicopter from Air Station Atlantic City was participating in the disaster response to the severe flooding occurring in the Delaware Water Gap area of northern New Jersey. After several days of heavy rainfall, the area was affected by high floodwaters, many people needing rescue and evacuation. They were over one hundred miles inland from the coast. Wireless services were down and Rescue 21, the Coast Guard's advanced communication system, was not working; they needed to establish communications to ensure mission safety and effectiveness. The helicopter's co-pilot suddenly remembered an option. "Auxiliary Radio NF3PA, Auxiliary Radio NF3PA, this is Coast Guard Helicopter 6654 on channel eight-three-alpha. Over." Their radio sounded a response, "6654 this is NF3PA .." Outstanding! The Auxiliary Land Based Radio Unit can take their radio guard.*

That was the scenario members of CG Auxiliary District Fifth Northern (5NR) Air and Communications programs that participated in a training exercise this spring that could expand radio communications and help save lives. Every Auxiliary district conducts radio and air operations; and 5NR's Auxiliary Air and Radio programs successfully organized those resources to work together and put them to the test in a unique coordinated training exercise. On 29 May, assigned the mission name Operation RADIOAIR, the training evolution entailed an Auxiliary aircraft flight vectoring towards, then away, from four Auxiliary Land Based Radio Units (LBRU) determining their effective communication range flying at 3,000 feet above ground level. The evolution involved LBRUs in three separate Division Areas in three different states: Delaware, Pennsylvania and New Jersey.

The purpose of this operation was to determine the feasibility of this being a practical exercise for both Auxiliary aircrews and LBRUs/Telecommunication Operators (TCOs) that can be conducted during scheduled air patrols. More flexible than traditional Auxiliary Radio Net exercises, RADIOAIR allows numerous LBRUs to participate throughout the year. Future exercises include expanding throughout the district and mapping the full coverage of the various LBRUs.

The mission was organized by Dick Lord, 5NR's District Staff Officer Communications (DSO-CM) and Joseph Giannattasio, an Auxiliary pilot and TCO, who explains the concept as, "An alternative approach to provide a practical exercise for both aircrews and Telecommunications Officers (TCO) that can be conducted during regularly scheduled aircraft patrols within a district. More flexible than Auxiliary Radio Net exercises, it also allows for numerous TCOs to participate during a single aircraft patrol."

In their proposal to the District's Operations Training Officer (OTO) and the Order Issuing Authority (OIA) USCG Air Station Atlantic City, the mission overview was provided: Before an air patrol, the aircraft pilot and air crew plot a flight course to bisect a number of LBRUs throughout the district. They contact the DSO-CM to notify and confirm the TCOs/LBRUs that will be available. Before takeoff, the aircrew contacts the TCOs to plot their location coordinates, determined radio frequency(s), and call signs.

The Auxiliary aircraft departs their airport towards first vector/LBRU (\*After risk assessment and informing OIA). When COMMS are established between the aircraft and LBRU, the quality of radio transmissions are tracked and monitored to determine LBRU communication range. The LBRUs take aircraft's radio guard and track communication coverage on map. The aircraft continues to next LBRU.

The aforementioned procedures are repeated until all LBRUs are contacted. The aircraft completes exercise and returns to base (RTB). A de-brief is conducted with aircrew and Telecommunication Operators after landing.

"Because it incorporates multiple Auxiliary radio units, cross training, surface/air communications, and vectoring between separate states, planning was of the utmost importance to insure safety and a successful execution," said Giannattasio. "RADIOAIR is also a unique and enjoyable challenge. Usually, when members conduct Auxiliary Radio Nets, it is a unvaried experience." He continued, "RADIO AIR training exercises should provide a sense of real-life challenges, yet uncomplicated enough to be conducted in a manageable period of time."

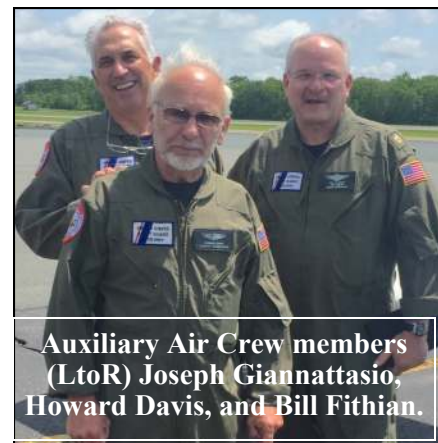
Lord, located in Stroudsburg, Pennsylvania participated in the first exercise and fine-tuned the plan by utilizing other TCOs with different communications experience and equipment to ensure a thorough planning and execution for Operation RADIOAIR. One of the experienced experts was Larry Miller, a TCO and HAM Radio Operator from Allentown, PA, who contributed his vast knowledge and experience in radio communications. New Jersey TCOs Dorothy "Dottie" Smith in Brick and Joe Cotignola in Point Pleasant Beach both have years of radio com-

munications experience with Auxiliary and CG surface vessels.



Joe Cotignola at his  
'COMMS' center.

Howard Davis, Auxiliary Aircraft Commander from Millville, NJ, utilized his aircraft. Bill Fithian DSO-AV and Giannattasio, both private pilots from NJ, were the Air Crew members for the sortie.



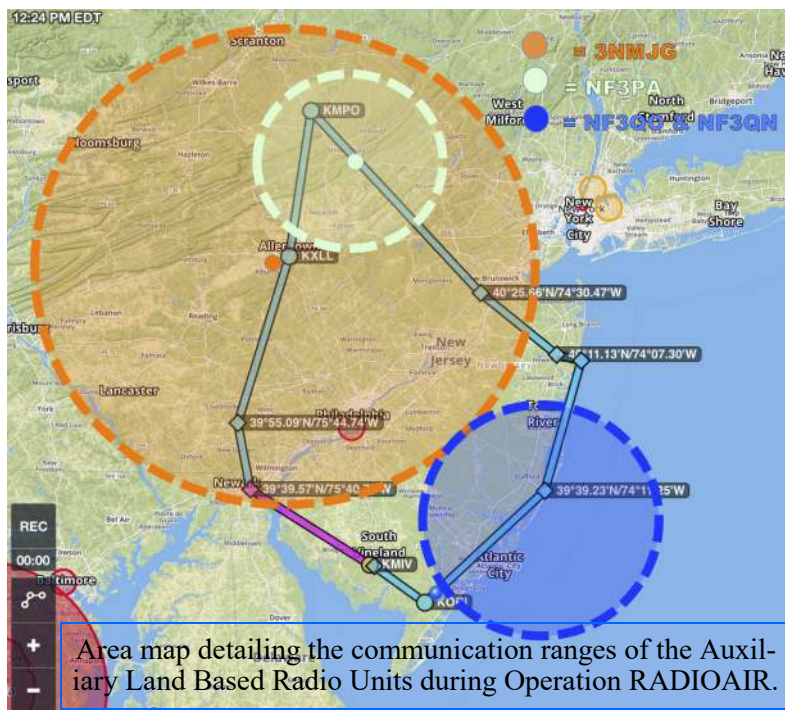
Auxiliary Air Crew members  
(LtoR) Joseph Giannattasio,  
Howard Davis, and Bill Fithian.

The mission began with the TCO's and aircrews reviewing the plan, studying topographic and aviation charts, and confirming each radio unit's location and active frequencies over the telephone before the start of the mission. After appropriate pre-briefs and risk (GAR) calculations, the aircraft departed Woodbine, NJ Airport (OBI) at 0900 plotting a course to the first LBRU in Allentown.

The weather was near 80 degrees and sunny, partly cloudy skies with light winds from the southeast. Air traffic was light, which made for an uncomplicated transit through around Philadelphia airspace.

First contact was with Larry Miller in Allentown at 1015, 2,500ft above Wilmington, DE. Contact was made with Dick Lord in Stroudsburg just north of Allentown and radio contact was maintained all the way to Mt. Pocono airport where the aircraft landed for fuel at 1110.

At noon, the aircraft departed heading southeast towards Sandy Hook, NJ



ness of Auxiliary Land Base Radios maintaining a radio guard for Auxiliary and CG air assets within the interior of the district. It also exercised Inter-operability of the district's air personnel and TCOs. "From a TCO's point of view, exercises like this are extremely helpful in honing radio communication skills and optimizing equipment," noted Larry Miller who is also a

maintaining contact with Miller and Lord. Turning south upon reaching the NJ coastline, the aircraft picked up communications with Dottie Smith and Joe Cotignola at 1231. Continuing south, communications was maintained until the aircraft reached the southernmost tip of Long Beach Island at 1315. The aircraft returned to Woodbine Airport for landing; the aircrew contacted the TCO's via text and cellphone for report and mission debrief.



Some of the attributes from the exercise include determining the effective-

flotilla and division Communications Officer. "It lets us know the all important range of our transmissions. The TCO can fill the void that is needed to provide safety communications and guard when the aircraft is beyond the limits of a CG radio station." Additional realization was how TCOs may augment disaster relief efforts (flooding, wildfires, etc.) for CG aircraft flying in an area that may not have established or reliable rescue 21 coverage because it is far inland from the coast. It also offered a direct linkage through the dynamic interface of the Auxiliary's Air and Communications realms.

During Operation RADIOAIR, CG Auxiliary aircrews and TCOs realized their true operational abilities, and they learned where they needed to improve their skills for real long distance radio guard scenarios. This mission provided a uniquely realistic and practical training opportunity for operational Auxiliaries to be Semper Paratus. Besides increasing communications proficiency, an additional benefit of Operation RADIOAIR was the cross training, cooperation, and camaraderie between Auxiliary aviators and telecommunications operators from different areas.

**D-Day FROM 8** low-pressure system in the north Atlantic. I played leapfrog in a King Air overhead, updating weather and relaying oceanic position reports and continuing ahead to prepare the next stop for arrival. The DC-3 crews hand flew the entire transit and asked us in the King Air to turn off the heat and do the same to get a more "rich and authentic" experience, which we politely declined! Much like being a part of ALPAT, I don't want to have to be that good!

Arriving into Prestwick, Scotland we participated in a display event for the

public, followed by a short trip south to the legendary grass strips of Duxford and Old Warden in England for other airshow events with the Imperial War Museum and the Shuttleworth Collection. Stepping out of the back of "Placid Lassie" after landing at Duxford we were greeted by a Spitfire being powered through loops and rolls directly overhead. This was my kind of place! Each of the crews gifted an aircraft patch to our hosts there, and I was able to proudly present an Air Station Kodiak patch to stay behind in a corner of the world we rarely get to see.

June 5<sup>th</sup> saw us participate in a cross-channel parachute drop from Duxford to France which required special diplomatic permission as this still constituted by the letter of the law, an invasion. Parachute operations continued all day on June 5<sup>th</sup> as Normandy celebrated its liberation. Narrow lanes through the bocage were filled with historical military vehicles for miles and miles as groups toured through Normandy to the next village to celebrate. Parachute ops were occurring throughout the region in historical drop zones that were ringed by well-wishers. The USAF was tearing around the countryside low level most of the day in C-130Js painted with invasion stripes. I saw them fly right over the church in St. Mere Eglise in a manner befitting their predecessors, who famously had to "lift a wing" to clear the steeple in the early hours of June 6<sup>th</sup>, 1944.

Following the fly-by on June 6<sup>th</sup> of the American Cemetery for President Trump, President Macron, and the first ladies, the D-Day Squadron repositioned to Germany to commemorate the 70<sup>th</sup> Anniversary of the Berlin Airlift. The President of Jelly Belly Jellybeans had donated 5,000 POUNDS of jellybeans with hand made parachutes for us to drop to German kids like the original "candy bomber" - COL Gail Halvorsen had done during the Berlin Airlift. The American airfield in Wiesbaden had two days of airshow events including candy drops on the field for German and US Service members' children which was exceptionally memorable. 40,000+ people came out to see the candy bomber aircraft and remember a much happier use of American airpower to feed the Germans during the Soviet blockade.

I left after a month on the road to return to Air Station Kodiak leaving behind some life-long friends across the Atlantic who were still flying throughout Germany to commemorate the Berlin Airlift. The public outpouring of goodwill was phenomenal. I am proud and thankful that I was able to represent our service, and that CG aviators were a part of this historic and worthy endeavor.







described basics, and watched for traffic and clouds. I had helped the big guy (and others) take their temporary seat by raising the console between the pilots. We all did that a lot, right? I had placed a folded WAC chart on the console. We all did that, too, right? So... when the signal came for the cadets to switch seats, in sequence I watched the big guy 'unplug,' pushed the button to raise the console for him, looked to port and started a gentle left turn.

Suddenly the yoke was crushing my chest...no way could I muster enough push against it so the nose started up and the airspeed began to decay...glance to the right, empty seat...my first impulse was the big guy had pressed the autopilot button so I reached up and pulled its manual disengage handle...no help, so I rolled further left to try to get the nose down (and probably uttered a four letter into the

**Mail Call!** This issue's mail is brought to you by CGC Southwind (WAGB 280) and its embarked ATC Mobile IBSEC AVDET #3. Southwind is shown aground on 15 August 1969 while doing depth soundings of uncharted waters at 75°56'N, 61°15'W off the west coast of Greenland. She drew 28 feet and found the top of a pinnacle 25 feet under water. She was in 200 fathoms until 20 minutes before grounding. The depth decreased to 160 feet and the last recorded depth was 85 feet before the grounding. There were no other shoals or reefs in the area. She was pitched up 12 degrees for 24 hours. Two compartments in bow motor shaft alley were flooded from a 32 foot hole in the hull.

### Scared in a 'Goat'

In 1959, Ptero RADM-Ret Bill Jenkins, CG Aviator 171, was 42 years young (programmed to soar past 102 this November!). I was 27, CG Aviator 744 and a two-years-out-of flight training Goat (UF/HU-16) AC at San Diego. Our paths converged in the summer of '59. I reported to 171 at Elizabeth City as part of a TAD cadre to spin Academy cadets around during what was then the summer cadet aviation orientation program. We did some waterwork, airwork, touch-and-go's, and cross-countries. 171 was the detachment commander (TAD from the Academy seamanship department). He carried a copilot qualification in the Goat at the time. I vividly recall a memorable aeronautical flying experience during one of those flights with cadets.

We took off from ECG with ten cadets aboard for a two to three hour immersion in flying around. I was AC. My boss, 171, was my CP. Two crew, a radio operator behind the CP and a mech aft. As we cruised around at 5 to 7 thousand over North Carolina and near the coast, watching for the building white puffs, the drill was that one cadet would take the CP seat, some would gather around the nav table with 171, two or more were positioned as look-outs. Every 15 minutes, radioman keeping time, the cadets would rotate in and out of the copilot seat.

A big cadet, probably a tackle on the football team, fastened in to the CP seat to take the yoke while I let him drive,

mike). Still feeling intense pressure of the yoke and thinking stall coming, I reached for the emergency elevator trim tab, under the chart on the center console. My hand quickly found both side-by-side regular and emergency tab switches and pushed both forward. Whoa, super, yoke pressure released, nose down, control regained. Whew! I leveled off and called aft. In seconds, 171 arrived and slid into the CP seat. Before he asked, "what happened," I called back and asked how it was "back there." A breathless report was "OK." So, not having had time to analyze what actually had occurred, I suggested to 171 we return to base. We then landed uneventfully for a routine check to make sure the old goat was still flyable with the autopilot disengage reconnected.

Afterward, thinking back after landing, it was obvious that the 'big guy' had pushed down on the WAC chart which pushed both elevator tabs full aft, and that immediately all the weight of several cadets and 171 were swept aft by my erstwhile copilot, obviously aggravating the nose up. I don't recall any repercussions or follow-ups but we did talk about watching out for the console when getting in/out of the CP seat. I also remember one of the "swept" cadets became a full fledged professional aviator and Pterodactyl.

Pondering those scary 30 seconds years ago, I'm reminded that one aspect of flight is that every mission and each flight are unique experiences. Also, coming to mind is the title and first line of a song... "It was just one of those things."

Ptero Ray Copin, Aviator 744

### Roulund Award Remarks

Fellow airdales! Thank you for your endeavors to recognize the RS Program efforts of Dana, Ken, Dick, and me, through the Victor Roulund award! As I told Paul Langlois and Bear Moseley, it is personally an honor to be selected for this award. It is also humbling, and almost embarrassing to have my name in any way associated with someone as courageous as Victor.

Like so many of us airdales, I came to the Coast Guard as a rescue nerd. Boy Scouts, Red Cross, and reading about the USN helo SAR Wet Aircrewmen and the USAF Pararescuemen. And, like so many of us airdales, ever since being a nugget I had been a proponent of having rescue specialists as part of our RW and FW flight crews.

Dana, Ken, Dick, and I had had the experience of flying SAR helos without rescue specialists, before Dana's success in acquiring the bodies and dollars, and lining-up the training to create the RS program. On occasion, we might have had the benefit of a corpsman, EMT, or flight surgeon flying with us. Two of us had been fortunate to have flown, on exchange tours, with the flight crews and the rescue specialists of Britain's 202 Squadron (Dick) and Canada's 413 Squadron (me). So, I believe that all 4 of us were extremely eager and highly motivated to see such a program come to fruition within the CG.

I also guess that all four of us found our work alongside our scores of equally eager and motivated team partners on the RS Stan Team, and at ATC, ATTC, EMT School, various CGHQ divisions, and the AIRSTAs, to be challenging, fun, and rewarding. Now, years later, the rewards continue to accrue each time we see the image of a CG helo, with a swimmer within the water's rotor wash or on the hook.

Personally, the ultimate reward from being associated with the RS program, came on my last flight in the CG. Our crew went out in an H-60, and we used our RS capability to save the life of a young woman. That young woman had gone to high school with (my wife) Eileen's and my kids! So, no other reward was necessary.

However now, receiving the Roulund award may give me several more opportunities to tell the story of that 22-year-old AD2, who performed the harrowing rescue of Mrs. Dingeman, back in the early morning darkness of Christmas Eve, 1955! Of course, by telling that story I will gladly help fulfill the CGAA's mission to keep the memory of Victor's extraordinarily hazardous and miraculously successful rescue alive. Up until 2015, I had thought that I had a

pretty good, general knowledge of CG airdale history. Yet, I hadn't heard of that gallant CGAS South San Francisco HO4S crew of Hank Pfeifer, George Thometz, Joe Accamo, and Victor Roulund!

Thanks again, gang!  
Ptero Hugh O'Doherty



### Coast Guard Aircraft Training By Ptero Art Wagner, Aviator 769

I have watched the aviator training concepts change with the ever-increasing sophistication of systems, and what is presented to the pilots. The 737 MAX is a classic example of what happens when you train only to a "presentation" concept, and knowledge of aircraft is lacking. The trend has been evolving over a long time, and Boeing, rightfully so, is the ultimate case.

I've penned the note below soliciting comments, or perhaps better, a dissertation from the training folks on where they think the Coast Guard is. We have the C-27 from Italy, the C-144 from Spain, the H-65 from France, and the H-60 and C-130 from the US - all with different design philosophies. I'm hoping it will generate interest and discussion. **Please submit all comments to me at [awagner29909@gmail.com](mailto:awagner29909@gmail.com).** I will compile them all and report back the results.

#### Boeing 737 MAX Accidents

I have read many accounts of both accidents in Av. Week, MRO, and other technical sources as well as The NY Times & Wall Street Journal. Initially, the focus was on aircraft systemic faults, then gradually shifted to Boeing company culture, then the FAA oversight, to the now-resistant EASA to accept software revisions, and of course removal of top Boeing executives. I'd like to add my two cents, and solicit comment.

First, to the aircraft. If there is any fault, it has been a long time coming, as over many decades, we have shifted from pilots intimately knowing their aircraft to the current "know only what is displayed." In that, Boeing is just the latest culprit, and rightfully needs to change the training focus.

"Graduating" from the manual trim wheels of the T-34, SNJ, SNB, R5D, to the twin electric trim of the HU-16E was an easy transition for me. However, when I went to the 5-week C-130 schooling at Sewart AFB in early 1960, I was suddenly exposed to a relatively complex aircraft. We spent three of those weeks going over every system in detail - what it did, how it could malfunction, even how it sounded as they cranked up "iron birds."

## The Stump Jumpers Lament

*by Stew Graham, Sergei Sikorsky and Sam Constantino, 1944*

Beneath the spreading rotor head the helicopter stands.  
With an under-powered engine and blades like rubber bands.  
The fuselage looks silly the whole idea's absurd.  
Why anyone would fly it I really haven't heard.  
There's an anti-torque propeller sticking out the tail.  
It looks for all the world like a highly pregnant quail.  
One doesn't need a parachute, one doesn't need a brain.  
In fact to fly this monster, it helps to be insane.  
Oh, how I hate da Vinci, and Sikorsky's on my list.  
If they had kept their traps shut, this mess I would have missed.  
But I am brave and I am strong and greatly in demand.  
For I'm a helicopter pilot in the Purple Heart Command.



[Contributed by Ptero Jack McGrath, P-2666]

The instructors drilled into our heads that if you get an elevator trim tab runaway, and you do not reach down on the console and disconnect it, you will die - the aircraft is uncontrollable. Simulator rides and training flights showed that to be the case. No lights, no warning bells, no AOA indicators, just common sense.

Fast forward to the highly integrated, complex airliner of today, and I wonder about the depth of training the average pilot receives and the level of understanding. Can anyone forget the Air France Airbus on a flight from Brazil to Paris, held in full stall from 35,000 ft. to the ocean because pilots did not understand failure presentations?

Some time ago, I listened to an American Airlines Safety pilot lecturing a group of his folks in a lecture named "Children of the Magenta." His premise was that American Airlines ships have 5 levels of control, from manual on up to full aircraft control by computer. His main thrust addressed navigation, and the reluctance to click to manual while the pilot not flying rearranged systems to comply with a revised clearance. The same should be the immediate response for strange presentations. Partial panel, anyone? All have independent emergency instruments.

A simple example of understanding the ship: An old WWII ex-AP AMO flying a CG HH-19G was on a night instrument take off when his attitude indicator failed. After some wild gyrations, he recovered on the copilot's attitude indicator. He knew they had different power sources.

Let me address the Boeing culture from one row back. In the mid-1980s, I was Vought's Director of Commercial Manufacturing Operations delivering the 747 fuselage from the pressure bulkhead aft, plus all of the tail feathers - one every 6 days. The same for the 757, save for elevators and rudders - one every 5 days. So too for the horizontal stabilizers for the 767 and the DC-10/KC-10. Slower rates existed for CL-601 nacelles, KC-10 refueling booms. I can attest that indeed, the pressure to deliver was ON, but not without the Go-No-Go Quality Control assessment, and yes, the Vought designated FAA inspectors. If anything escaped these steely-eyed individuals, we could expect to be called to Seattle to explain why.

Where are we in the Coast Guard today? We have some fairly complex aircraft from a mix of countries with different systems design philosophies. How do we train, and are we confident in the process?





# Aviation Technical Training Center Elizabeth City

By LCDR Sarah Pulliam, Performance Systems Branch Officer



Aviation Technical Training Center (ATTC), located in Elizabeth City, North Carolina, is a unit steeped in the rich traditions of aviation. The campus is 60 miles from the spot where the Wright Brothers achieved the first recorded flight in 1903, and is within walking distance of the testing ground for Igor Sikorsky's first rescue helicopter prototypes.

Interlaced with this historical significance is the prospect of the future. As one of eight Coast Guard Force Readiness Command training centers, ATTC develops Coast Guard men and women via three enlisted aviation "A" school courses and 12 aviation and boat forces "C" schools. ATTC boasts a training staff of 130 officer, enlisted, civilian, and contract personnel. These professionals are charged with training and developing roughly 3000 active duty Coast Guard personnel annually. In doing so, ATTC prepares the active duty force of today and the aviation crews of tomorrow for a broad spectrum of scenarios, both on the hangar deck and beyond.

The development of technical aviation skills is aligned with three enlisted rating specialties: Aviation Maintenance Technicians (AMT), Avionics Electrical Technicians (AET), and Aviation Survival Technicians (AST). Four helicopter maintenance training units allow students to troubleshoot mock discrepancies on avionics and power plant systems. The 25,000 square-foot Fixed Wing Training Facility, built in 2018, will be the future home of both the HC-144 Ocean Sentry and C-27J Spartan maintenance training units used to develop fixed-wing maintenance crews.

The Rescue Swimmer Training Facility, where AST "A" school resides, includes an Olympic-sized pool, two training hoist platforms, wind and wave

generator, and cutting-edge fitness equipment. The school produces tactical athletes equipped with the physical and mental endurance to withstand a myriad of challenging rescue scenarios. Recently, ATTC graduated the largest AST "A" class in school history, sending eleven new AST3's into the fleet, out of 24 students who started training.



A student successfully exits the submerged, overturned Response Boat Small (RBS) during ATTC's Underwater Egress Course.  
Photos by Mike McCleary



The new Fixed Wing Training Facility, built in 2018, will provide students with hands-on, performance based training for CG fixed wing maintenance crews.



Students troubleshoot discrepancies on the MH-60 maintenance training unit.

In addition to developing aircraft maintainers, ATTC builds survival readiness for boat and aviation forces in the form of underwater egress training. Here, crew members are taught how to safely exit an overturned, sub-



Potential Aviation Survival Technician (AST) "A" school students conduct in-water swimming drills in the Rescue Swimmer Training Facility pool.

merged small boat or helicopter. The state-of-the-art Underwater Egress Trainer includes a revamped 25-foot Response Boat Small (RBS), helicopter cabin, and an indoor pool with simulated maritime conditions, to include wind, waves, and sounds. This high-fidelity training environment develops vital escape skills in the event of a small boat or helicopter capsizing.

Aviation Technical Training Center develops leaders of character equipped with the technical skills and confidence required to execute and support Coast Guard missions fleet-wide, are relevant in today's dynamic operating environment, and responsive to the needs of the maritime industry and community. The Commanding Officer is Ptero CAPT Brian P. Hopkins, Aviator 3440A.

## Note from the Membership Database Manager

"Some of you may not realize that in January 2018 we transitioned to a new online membership database that's tied to the [aoptero.org](http://aoptero.org) website. Our website's member-only area is home of a continuously-updated online Ptero directory, downloadable .pdf version of the same (updated periodically), downloadable .pdf version of the current Pterogram, means to edit your member profile and update your contact information, and some other good features. Member logons established before 2018 were erased and must be reset. If you'd like to reestablish member-only access, please send an email (using the email address you consider "official" for Ptero comms) to [memberservices@aoptero.org](mailto:memberservices@aoptero.org). We'll set you up! Ptero Larry Hall, Aviator 1923

## CGAA Local Coordinator Program

The Local Coordinator is established in order to promote the CGAA in the general region of Coast Guard Aviation Units as well as other locations. The purpose is to increase involvement in the CGAA by both former and active duty aviation personnel and to recruit new members.

Duties include: Once the local coordinator has developed a phone and or email list of Coast Guard aviation personnel in the area, arrange a regularly scheduled, (at least monthly) breakfast, lunch or dinner get togethers. Establish and maintain a relationship with the local Command in order provide support to the Command and to be included in such things as Change of Command etc. It should be the goal of the local CGAA groups to "give back" thru the Pteros to the Coast Guard as well as our own local communities thru participation in such things as roadside clean ups, Meals on Wheels, Habitat for Humanity, local charities etc.

Report local CGAA activities for publication in the Pterogram. This can be as simple as a group photo of a local Ptero event with a brief written explanation of the photo.

Come on!! Step up and give back. Volunteer to be the Coordinator in your area. Contact Ptero National Coordinator Mark Benjamin at 231 642 1201 or e-mail [sbenjmar@aol.com](mailto:sbenjmar@aol.com)

### LOCAL PTERO COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Open		
Atlantic City	<b>Dale Goodreau</b>	<a href="mailto:dgoodreau1@comcast.net">dgoodreau1@comcast.net</a>	609 408 1934
ATTC Eliz City	<b>Butch Flythe</b>	<a href="mailto:jflythe@mediacombb.net">jflythe@mediacombb.net</a>	252 267 1709
Barbers Point	Open		
Borinquen	Open		
Cape Cod	<b>Brian Wallace</b>	<a href="mailto:ccjblwbs@comcast.net">ccjblwbs@comcast.net</a>	508 888 7384
Clearwater	<b>Mark D'Andrea</b>	<a href="mailto:mark.j.dandrea@live.com">mark.j.dandrea@live.com</a>	727 288 6679
Corpus Christi	<b>John Pasch</b>	<a href="mailto:paschfam@gmail.com">paschfam@gmail.com</a>	504 236 6562
Detroit	Open		
Elizabeth City	Open		
Houston	Open		
Humboldt Bay	Open		
Jacksonville	<b>Kevin Gavin</b>	<a href="mailto:kpgavin5@gmail.com">kpgavin5@gmail.com</a>	904 808 3507
Memphis	<b>Steve Rausch</b>	<a href="mailto:rauschfamily@comcast.net">rauschfamily@comcast.net</a>	901 871 4702
Kodiak	<b>John Whiddon</b>	<a href="mailto:jbwhiddon52@gmail.com">jbwhiddon52@gmail.com</a>	907 942 4650
Miami	<b>Tex Coffey</b>	<a href="mailto:jimcoffey270@gmail.com">jimcoffey270@gmail.com</a>	757 333 1594
Mobile	<b>Gary Gamble</b>	<a href="mailto:Gary.e.gamble@gmail.com">Gary.e.gamble@gmail.com</a>	251 268 9203
New Orleans	Open		
North Bend	<b>Lance Benton</b>	<a href="mailto:lancebenton@me.com">lancebenton@me.com</a>	541 756 6508
Pensacola	<b>George Krietemeyer</b>	<a href="mailto:georgekriet@gmail.com">georgekriet@gmail.com</a>	251 648 6481
Port Angeles	<b>Jeffrey Hartman</b>	<a href="mailto:jhartman63@msn.com">jhartman63@msn.com</a>	360 531 3026
Sacramento	Open		
San Diego	Open		
San Francisco	Open		
Savannah	<b>Frances Messalle</b>	<a href="mailto:fmessalle@gmail.com">fmessalle@gmail.com</a>	571 581 5804
Sitka	<b>Dave Moore</b>	<a href="mailto:swift98b@aol.com">swift98b@aol.com</a>	907 747 5534
Traverse City	<b>Mark Benjamin</b>	<a href="mailto:sbenjmar@aol.com">sbenjmar@aol.com</a>	231 642 1201
Washington	<b>Joe Kimball</b>	<a href="mailto:joekimball65@gmail.com">joekimball65@gmail.com</a>	703 347 1330

### LOCAL ACTIVITIES



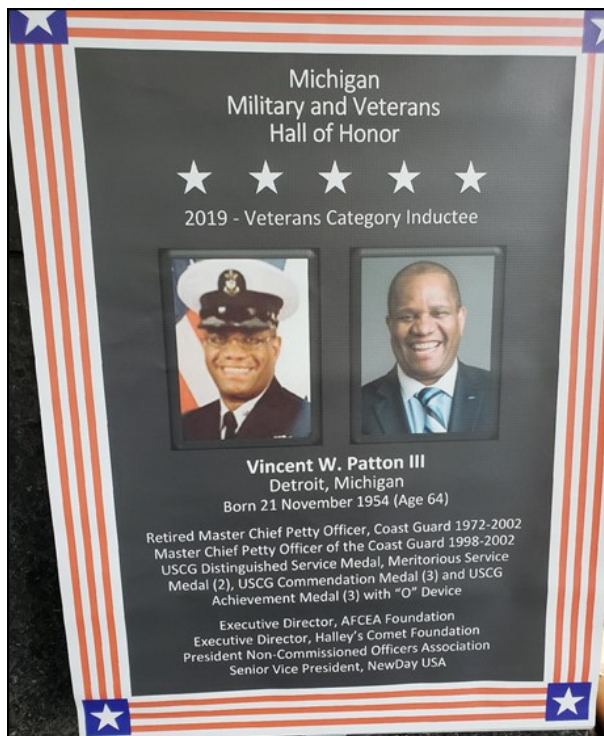
**TRAVERSE CITY**-New location for Twice monthly Ptero breakfast in Traverse City. Willie's Rear! "Where the elite go to Eat." (The restaurant entrance is at the back of the building).



Melissa, highly capable Willie's Cafe staff, with framed CGAA flags permanently displayed in the dining room.

The President of the United States recently held a Made in America Trade Show at the White House. Ptero AMTC (Ret) Brian Hansz, P-5151, and his wife Karen represented the Alaska Rug Company at the two day event. In his 30 year CG career, Brian spent 17 years in Kodiak. A resident of Traverse City, he and Karen still spend most of their time on Kodiak Island in the summer.





Ptero ASTC (Ret) Greg Caskie, P-4822, recently attended the induction of Retired Master Chief of the Coast Guard Vincent W. Patton III into the Michigan Military Hall of Honor in the State Capitol at Lansing. Master Chief Patton, a Detroit native, was honored for his work after retirement from the CG.



**CAPE COD**-The 23rd annual Cape Cod Mini Roost was held in September hosted by Steve and Kari Torpey, Aviator 2912. This tradition began when Rick Digenaro, living in Hawaii, would visit his parents on the Cape each summer.



The Cape Cod group.



Kurt Carlson, 1884 & guest play golf in back yard during Cape Cod Mini Roost.



**CAPE COD(CONT'D)**-Monthly Cape Cod CGAA breakfast. From left clockwise: Joe Amaral 1030, Mike Wrighter 1436, Charlie Burch 1526, Jack McGrath P-2666, Jim Perry 1551, John Carroll 1378, Cape Cod Local Coordinator Brian Wallace 1259.



**TRAVERSE CITY**—On the 4th of July, Randy Blunck P-5087, Kathey Blunck, Dianne Dalzell, wife of Diz Dalzell P-5047 and Mark Benjamin 1665, volunteered to cook for the Traverse City Boom Boom club. Yes, that's the name of the organization that puts on the Independence Day fireworks display on West Grand Traverse Bay each and every year.

Sponsorship sign on hole #1 at Interlochen Golf Course.







**TRAVERSE CITY**--CGAA Local Coordinator Mark Benjamin, presented Aircrew Wings to newly designated AMT3 Walter Smith. L-R: AirSta Traverse City CO, CDR Chuck Webb 3422A, PO Smith, AirSta Leading Chief, Sr. Chief Jodie Morse and Life Ptero Mark Benjamin 1665.



Life Ptero Tom Haase presented Aircrew Wings to AET3 Chelsea Behling. L-R: Tom Haase 1948, CDR Webb, PO Behling and AMTCS Morse. Both sets of wings are engraved on the back with "CGAA" to remind our new Aircrew of the heritage of CG Aviation and the Association's role in preserving our rich history.



**TRAVERSE CITY**-Semi-annual roadside clean up. L-R: Chaplain Dewey, GMC Hendl, SKC Ecker, EMC Lamphere, YNC Davis, MKC Billings, LTJG Rynard, Randy Blunck P-5087, Dan Guith, Lt Murphy, Tim Goldsmith P-3270, CSC Johnson, Greg Caskie P-4822, AMTC Gozzard, AMTCS Morse.

This was a joint effort with CGAA, CPOA and personnel from Group Sault Sainte Marie, MI

#### LOCAL SCHEDULED ACTIVITIES

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

**CAPE COD:** Breakfast gathering last Thursday of the month at 0830 at Marshland Too, 315 Cotuit Road, Sandwich, MA. Annual Cape Cod Mini Roost. Held at various locations over the last 23 years, normally late August or early September. For more info contact Cape Cod Coordinator Brian Wallace at [ccjbwlbs@comcast.net](mailto:ccjbwlbs@comcast.net) or 508 888 7384.

**CORPUS CHRISTI:** Monthly luncheon. For more information contact Corpus Christi Local Coordinator John Pasch at [paschfam@gmail.com](mailto:paschfam@gmail.com) or 504 236 6562

**KODIAK:** Annual Coast Guard recognition dinner. Held during the month of February each year. For information contact Kodiak Local Coordinator John Whiddon at [jbwiddon52@gmail.com](mailto:jbwiddon52@gmail.com) or 907 942 4650

**TRAVERSE CITY:** Breakfast at 0900 every 1st and 3rd Monday. Willie's Rear, (yes, this is an old, established eatery in TC. Where the Elite go to Eat!), 1315 W. South Airport Road, Traverse City, MI. Monthly Ptero dinners. Scheduled each month September thru May. Normally these take place on the 3rd Thursday evening at 6 pm somewhere in the Traverse City area. For more information contact Traverse City Coordinator Mark Benjamin at [sbenjmar@aol.com](mailto:sbenjmar@aol.com) or 231 642 1201.

#### ENLISTED ANCIENT AL FROM 7

While in Texas I had the opportunity to visit the men and women at AirSta Houston who were coming off the heels of an extensive response effort following Tropical Storm Imelda. Imelda made landfall on September 17<sup>th</sup> and dumped over 40 inches of rain throughout the Houston metropolitan area in just under a 96 hour period. Crews from AirSta Houston and New Orleans flew nearly 30 hours and rescued 13 people in support of storm response. During an all hands muster we formally recognized some unit members for their outstanding performance during the storm response effort.

Finally, congratulations to AST2 Michael Kelly for earning the International Maritime Organization Award for

Exceptional Bravery at Sea. This annual award was established to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. PO Kelly, a rescue swimmer at AirSta Cape Cod, received the prestigious award for his role aboard CG-6032 on 1 November 2018. After deploying from the helo during 50 kt. winds and 20 ft. seas, PO Kelly rescued four fisherman after they abandoned ship from the F/V Aaron & Melissa, II about 70 miles off the coast of Portland, Maine. The award was officially presented to PO Kelly on November 25<sup>th</sup> at a ceremony at the International Maritime Organization headquarters in London. Semper Paratus & Happy Holidays! Ptero Broderick Johnson, P-5068





## CG Air Auxiliary Transports Protected Species

By Ptero John Manganaro, P-4974,  
CG Auxiliary District Staff Officer -  
Aviation, Flotilla 140-01-10  
Guardians of the Pacific  
Honolulu, HI

After receiving numerous AuxAir post-flight reports from me, my U.S. Fish and Wildlife Service representative asked if I could help him with a little issue. Little did I know that it would morph into a long-term project. The request was simple, but unique. Could you transport an injured protected species from a wildlife rehabilitation center on the neighbor island of Hawaii to the island of Oahu. All kinds of images and questions shot through my mind: Is this a seal; would it be in a cage; would it stink the interior of the aircraft; will it be unescorted by a wildlife expert; what if it went nuts inside the aircraft? You get the idea. But I was getting ahead of myself; I needed to slow down and ask some questions. Well it became clear that it would be do-able and within our mission scope.

At this point, I want to take a few minutes to explain a bit of the geography of the Hawaiian Islands. First off, Hawaii is a compilation of several islands range a few hundred miles from southeast to northwest. Two of these islands are Oahu (where Pearl Harbor and Honolulu are located) and the big island of Hawaii. The island of Hawaii, sometimes called "The Big Island" is the largest, as the name suggests, and is located in the southeast quadrant of the entire island chain. There are two main islands between the island of Hawaii and Oahu; they are Lanai and Molokai. The wildlife rehabilitation center is on the island of Hawaii approximately 150 miles from Oahu. Most of our aircraft are based on Oahu. There are essentially no ferries between the islands and the only method of traveling between any of the Hawaiian Islands is by air — or personal boat if you have one. Cargo transport moves mostly by barge between the islands.

Back to my request at hand, I started asking all my questions to the US F&WS representative. He said that these were injured small birds that have been found injured and need to be transported inside a small carrier (think cat carrier) to/from the rehabilitation facility. No escort was necessary as they are kept slightly sedated or covered in cloth. As we were to discover, the birds traveled really well. We would put them in the back of the aircraft behind the pilot/aircrew. They

were handed to us by a wildlife professional and picked-up at the other end by another professional.



**Delivering the Noddy to John on Lanai.**



**Bat delivered to Heidi at Upolu Pt.**



Up to October 2019, we have transported protected species such as the Nene (duck looking thing), White Tern (also called the Angel Tern), a Booby, and remarkably Hawaiian bats. This has been occurring so often, that I send the rehabilitation center our monthly schedule and they contact the pilots directly. The pilots then contact me (the Auxiliary DSO-AV) and I in-turn call the Air-Station Auxiliary Liaison. Depending on our scheduled route of flight for the day, we can usually work the transport easily into the mission without any appreciable increase in overhead. This type of mission is very satisfying since it demonstrates an immediate benefit to our agency partners.

Our flights allow the wildlife to be kept fairly calm and quickly transported between wildlife care professionals. When we can't do it, they utilize commercial aircraft which puts a lot of strain on the animals due to loud noises, rough handling, and numerous transfers. The rehabilitation center on Hawaii is one mile from the Upolu Point airport, and when we land at Honolulu airport, the wildlife professional meets us at the General Aviation gate. Since not all injured wildlife are on Oahu, we have transported wildlife between Upolu Point and other locations, such as the island of Maui.

We have truly enjoyed these flights, and will continue to try to work them into our routine flight routes. Often our crews take the same injured bird back to their home island, making us feel like a true full-circle support.





## Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET 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-2019 "grads" which we are proud to salute. 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!!! [\*Honor Graduate]**

<u>Graduate</u>	<u>Assignment</u>	<u>Graduate</u>	<u>Assignment</u>
AMT3 Alexander D. Sheppard	Mobile	AMT3 Colin K. Stainfield .....	HITRON
AMT3 Zachary R. Zappacosta .....	Clearwater	AET3 Ian M. Angell .....	Kodiak
AET3 Jon L. Florschutz	Kodiak	AET3 Preston W. Jenkins .....	Houston
AET3 Bronson D. Jensen .....	Kodiak	AET3 Allen D. Jones .....	Kodiak
AET3 Nicholas A. Lancaster .....	Clearwater	AET3 Hazarmavet Martinez	Kodiak
AET3 Brian E. Masterson .....	Sitka	AET3 Peyton W. Murray.....	Mobile
*AET3 Marcus G. Hartsell .....	New Orleans	ANAET Xavier Colantuono-Torres	Kodiak
AET3 James R. Allen .....	Kodiak	AET3 James C. Beeda	Sacramento
AET3 Thomas A. Berger .....	Mobile	AET3 Kenwyn N. Berkeley .....	Clearwater
AET3 Glenn J. Bratlie .....	New Orleans	AET3 Michael L. Sandu .....	Cape Cod
AET3 Ethan M. Ward .....	Humboldt Bay	*AET3 Eric A. Minor .....	Kodiak
AET3 Hunter B. Burgess .....	Sacramento	AET3 Stephen B. Doyle.....	.Clearwater
AET3 Brooke L. Hadder.....	Sacramento	AET3 Davis J. Hodge	Miami
AET3 Wyatt J. Murdy .....	Kodiak	AET3 Alex N. Treadwell .....	North Bend
AET3 Charles R. Waggie .....	Miami	AET3 Toni N. Warnock .....	Elizabeth City
*AET3 Cameron B. Maxwell .....	Clearwater	AMT3 Antonio E. Chevalier .....	Clearwater
AMT3 Kale S. Dewberry .....	Mobile	AMT3 Nicholas S. French .....	Miami
AMT3 Nicholas A. Keenan .....	Atlantic City	AMT3 Alex L. Marion .....	Mobile
AMT3 Michael W. McCarthy .....	HITRON	AMT3 Daniel F. Osburn ....	Mobile
AMT3 Alvin J. Rivera .....	Clearwater	AMT3 Matthew J. Robison	HITRON
*AMT3 Matthew J. Rinkor....	Clearwater	AMT3 Colton R. Boag ...	Atlantic City
AMT3 Martin J. Bunn .....	Elizabeth City	AMT3 Adam C. Chaffe	Atlantic City
AMT3 Jonathan C. Dittoe .....	Miami	AMT3 Chad D. Francisco .....	Mobile
AMT3 Michael I. Hale .....	Clearwater	AMT3 Shad E. Johnson.....	Atlantic City
AMT3 Jack M Medosch .....	Miami	AMT3 Samuel T. Moore .....	Miami
AMT3 Johah N. Poiroux .....	Atlantic City	AMT3 Anthony J. Salas	HITRON
AMT3 Samuel A. Smith	Elizabeth City	AMT3 Christopher R. Waren	Sacramento
AMT3 Curtis M. Wilson	Clearwater	*AMT3 Kristen A. Pruitt	Miami
AST3 Joseph M. Atallah	New Orleans	AST3 Nicholas A. Barnes	Miami
AST3 George Z. Chalnack	Miami	AST3 Jesse Cipolla	Kodiak
AST3 Trevor S. Forman	Mobile	AST3 Todd E. Hudson	Mobile
AST3 Martin P. Kata	Houston	AST3 Thomas L. Sizer	Port Angeles
AST3 Jeffery A. Underhill	Elizabeth City	AST3 Cameron B. Weeks	Savannah
*AST3 Ryan M. Toler	Kodiak	AST3 Ethan M. Bray	Kodiak
AST3 William A. Groskritz	Corpus Christi	AST3 Chandler A. Howard	Detroit
AST3 William C. May	Mobile	AST3 Jose R. Ramos-Yap	Miami
AST3 Zachary B. Sowers	Elizabeth City	*AST3 Connor J. Branson	San Francisco
AST3 Jonathan M. Stamper	Cape Cod	AST3 Joshua E. Vaughn	Atlantic City
AST3 Avery N. Welch	Miami	AST3 Robert A. Womble	Kodiak



## 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>
4833 Karissa L. Maurer	Elizabeth City	4834 Jacob T. Mullins	Astoria
4835 Nathan T. Jones	Traverse City	4836 John P. Martin	Clearwater
4837 Timothy M. Holmes	Elizabeth City	4838 Blake D. Brostrom	Clearwater
4839 Matthew B. Zavali	Detroit	4839A Christopher S. Combellick	Detroit
4839B Joshua R. Straits	Port Angeles	4840 Bryce J. Monaco	Cape Cod
4841 Leigha A. Steinbeck	Atlantic City	4842 Blake A. Thompson	Borinquen



## 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 IF Spouse NOT to be listed in Directories NOTE: Any phone numbers you provide will be used in the CGAA Directory/Roster - please do not include if you do not want them to be published.**

Spouse: ☐ TP Res. ( ) \_\_\_\_\_ - \_\_\_\_\_  
 Email Res. \_\_\_\_\_ TP Work ( ) \_\_\_\_\_ - \_\_\_\_\_  
 Email Work: \_\_\_\_\_ TP Cell ( ) \_\_\_\_\_ - \_\_\_\_\_

**Sign me up for:**

- ☐ Life Membership      \$275 (includes a Ptero Pin)  
☐ Annual Membership      \$40 (Active Duty: Officers \$20, Enlisted \$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](mailto: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.

I've just returned from the Clearwater Roost where the new CGAA Magnetic Name Tags and Luggage Tags were a huge hit! In fact, over the years each Roost Committee has devoted much time and money to making the nametags for all attendees. This year, several of us had the new Name Tag and the difference was very apparent. The new name tags are worn high on the chest, are quite visible and easy to read. Contrast this with the traditional lanyard, worn around the neck, twisting in the wind or hanging so low that one has to look at the belly to read it and most of the time it's turned backwards so you can't read it anyway. If all Pteros had our own Name Tags, it would save much time and money making the

traditional ones that are thrown away after each Roost. Please consider ordering your personalized Name Tag NOW, so you'll have it for all CGAA events. Remember to get one for your "Significant Other" too. Just don't forget to bring it with you to next year's Roost at Port Angeles.

The Ptero Store has ordered CGAA Neckties that should be in

shortly - the perfect Christmas gift for your favorite Ptero.

Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at <https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>

You can even pay by check if you don't like using credit cards on the internet. Ptero Jay Crouthers, Aviator 1360

**Nov 2019 Please make copies of this form and pass it on.**

**Please check all below that apply:**

- ☐ CG Active   ☐ CG Retired  
☐ CG Reserve   ☐ Former CG(not ret)  
☐ CG Auxiliary   ☐ Other Supporter  
 .....  
☐ CG Aviator (Data if known: ) ☐  
 Designation Nr: \_\_\_\_\_ Date: \_\_\_\_\_  
 Helo Nr: \_\_\_\_\_ Date: \_\_\_\_\_  
 .....  
☐ CG Aircrew   ☐ CG Flight Surgeon  
☐ Exchange Pilot  
 Service \_\_\_\_\_ Country \_\_\_\_\_  
 CG dates served: \_\_\_\_\_ to \_\_\_\_\_  
 .....  
☐ Other: \_\_\_\_\_  
 .....  
☐ Please send me how-to-help info!

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



CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
4843 Jacob A. Wawrzyniak	Detroit	4844 Maximillian S. Sherno	Savannah
4845 Tyler M. Reynolds	North Bend	4846 Nathaniel P. Gallagher	Savannah
4847 Thomas G. Bell	Clearwater	4848 Brendan A. Flynn	Cape Cod
4849 Nathan C. Turner	Miami	4850 William C. Martin II	Cape Cod
4851 Carter P. Provost	Barbers Point	4852 Peter S. Chambers	North Bend
4853 Sean S. Kshimetski	Houston	4854 Rachel M. Seaman	Humboldt Bay
4855 Alyssia Lamonaca	Traverse City	4856 Jeffrey R. Davis	Port Angeles
4857 Tevin L. Porter-Perry	Atlantic City	4858 Kris J. Bergemann	Corpus Christi
4859 John C. Port	Mobile	4860 Reed C. Inglee	North Bend
4861 Bradley D. Knowles	Elizabeth City	4862 Taylor G. Mecham	Sacramento
4863 Zachary W. Weeks	Corpus Christi	4864 Patrick J. Johnsen	San Francisco
4865 Joshua G. King	New Orleans	4866 Nicholas A. Kirkland	Miami
4867 Jonathan B. Thomas	Humboldt Bay	4868 Caitlyn J. Gever	Clearwater
4869 Ian Sankey	Elizabeth City	4870 Mark B. Zinderman	Atlantic City
4871 Nicholas Barnecut	Corpus Christi	4872 Jacob J. Rath	Sacramento
4873 Alexis D. Chavarria-Aguilar	San Diego	4874 Miranda E. Fay	Houston
4875 Christina M. Batchelder	Savannah	4876 Katherine M. Beine	Astoria
4877 Eric J. Schmid	Cape Cod	4878 Sean G. Barry	Barbers Point
4879 Liam C. Otto	San Diego	4880 William A. Hasbrook	Elizabeth City



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

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Carl Christian von Paulsen early in his career with beard and dressed in a Revenue Cutter Service style uniform. (Photo courtesy of the von Paulsen family) See Story on P. 3.

**THAT'S NOT  
ALL !!**

MAIL Pg. 15



June 6, 2019 D-Day Re-enactment Flyover as President and Mrs. Trump & President and Mrs. Macron Observe. See Story on P. 8.

Crew from Airsta Elizabeth City that flew over the Atlantic and did the fly past the presidents on June 6<sup>th</sup>. Pilots, LCDR Mike Deal, LT Gary Kuehn, LTJG Zach Georgia and LT Billy Philyaw from ATC who served as mission commander. See Story on P. 8.

