



PTEROGRAM

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

Sitrep 3-20 Fall 2020

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

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Coast Guard Student Pilot Dies In Flight Training Crash

A Navy T-6B Texan II aircraft from VT-2 at Naval Air Station Whiting Field crashed in a residential neighborhood in Foley, Alabama on 23 October, killing two aboard and starting a house fire. The instructor was LT Rhiannon Ross, USN, 30, of Wixom, MI. The student Naval Aviator was 2019 Coast Guard Academy graduate ENS Morgan Lynn Garrett, 24, of Weddington, NC. She was posthumously promoted to LTJG and made an Honorary Ptero. At the Academy, she served as regimental activities officer and was a middle distance runner on the track and field team, according to Superintendent RADM Bill Kelly. She was a Marine and Environmental Sciences major who made the athletic director's and Commandant of Cadet's list every semester. "I offer my sincerest condolences to her family, friends, classmates and shipmates ... she left an indelible mark on her classmates and the entire community, and she will be sorely missed by all," said Kelly.

The two fatalities are the Navy's first aviation-related deaths in more than a year. The Naval Safety Center announced on 20 October that the Navy and Marine Corps recorded no aviation-related deaths in fiscal 2020, which ended Sept. 30.

The cause of the crash is under investigation. The CGAA sent flowers to LTJG Garrett's memorial service, led by Vice-Commandant and Ancient Albatross ADM Charlie Ray, that was held on 4 November at the National Museum of Naval Aviation in Pensacola. The CGAA also donated \$5K to the Coast Guard Foundation's disaster relief fund in her memory.

May they rest in peace.



Pforty-pfourth Ptero Roost Celebrated 'Virtually'



2020 VIRTUAL ROOST

Due to the ongoing covid-19 coronavirus pandemic restrictions, the 2020 CGAA Roost/Business Meeting was magically conducted via electronic media on 12 December. There were 30 pre-recorded segments broadcast. Thanks very much to Ptero Jay Crouthers, Aviator 1360, our VP for annual gatherings, and his spouse, Christine Hunt, for shepherding this monumental effort! When Jay accepted his VP position, he had no clue that it would eventually include this daunting task. Thanks, also, to Ancient Al Ptero ADM Charlie Ray for his many superb segment narrations and to our Executive Board members for making this event possible, including President Mike Emerson, Exec. VP Janis Nagy, Exec. Director Ben Stoppe, Exec. Secretary Mark D'Andrea, and VP Communications/Media Support Gary Gamble. We contracted with 'Agents of Play' for valuable technical assistance to make our Roost as realistic as possible. Please see P. 5 for the Roost Report.

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 2020, 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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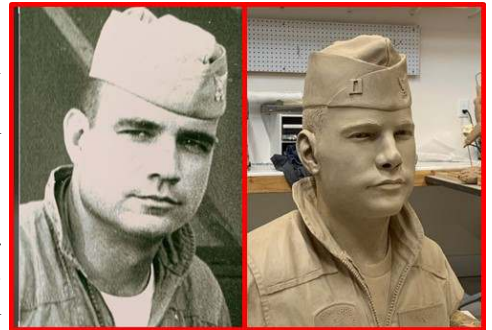


A Message from 2799 (CGAA/AOP President):

Fellow Pteros: Who-body howled encore? You'll get that if you joined-up for our Virtual Roost, or streamed a rerun since. I hope you all do. The program that Jay Crouthers and company put together was intended for mature audiences, like many of you, and it truly had something for everyone. My glass was empty when the Roost ended, but I was never more proud to be a Ptero. Thanks again, to the Ancient Ones, the Quad-P, and our Executive Board.

Preserving History may be our greatest value to the Coast Guard and aviation, and we have exponential opportunities in the coming year. The Jack Rittichier bust project for example, is a first class memorial to an American hero that is long overdue. I was privileged to play a bit role in Jack's repatriation to the United States years ago, and I'm honored to be part of his remembrance. Every aviator should read his remarkable story before they get winged.

Feedback from our Virtual Roost has been extremely positive, but we're planning for the next gathering in Port Angeles to be in person again, and we only have 9 months! In the meantime, we have a full agenda for 2021 that includes history projects, aircrew awards, aviation unit coordinators, mentoring, a cutter commissioning, and some serious social activities. Please check the flight schedule on our website and join us when you can.



Stay well, and Happy Holidays! Prez Mike

Taps

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

Gary Busby, P-3964, 6/6/20

Eugene Field, Jr., 1357, 7/3/20

Brenda Denninger (spouse of Ptero Jack Denninger, 1099), 7/25/20

Rosalind Bee (spouse of Ptero Sandiford 'Sandie' Bee, Jr., 702), 2/2/20

Robert Stoeltje, 884, 8/16/20

Robert Mercier, 698, 8/17/20

Keith Barker, P-4964, 8/27/20

Terry Beacham, 1215, 9/1/20

Christopher Snyder, 1836, 9/13/20

Richard A. DeCorps, Jr., 747, 9/28/20

Mark S. Fretwell, 2477, 9/13/20

Arne Soreng, 661, 10/12/20

LTJG Morgan Garrett, CGA '19, SNA, P-5470, 10/23/20

Frank 'Pop' Shelley, 633, 8/25/20

Brent Malcolm, 1159, 10/28/20

ADCM James T. Woltz, P-2363, Enlisted Ancient Albatross #1 '90-'95, 12/08/20

William McPherson, 1226, 11/08/20

New CGAA Members Since 7/1/20. Welcome Aboard!

Mark Auten	Regular	P-5462	Michael G. Brattland	Life	P-5463
Brandon Brown	Regular	P-5452	Bruce Burton	Life	1441
Catherine Carabine	Active	3694	Curtis Erickson	Life	P-5458
William 'Bill' Fithian	Regular	P-5472	James Ishmael Gibson	Life	P-5460
Gary Hankoff	Life	P-5443	Vicki Karnes	Regular	2210
Patrick Lineberry	Active	3670	Christopher Misner	Associate	P-5454
Kimble Petersen	Active	RS-1014	Bridgett Reilley	Life	P-5442
Derek Schramel	Active	3384	Colin Smith	Regular	P-5449
Eric Storch	Life	4615	Bradley Torrens	Life	RS-114
Manuel Vaquer	Active	RS-478	Derek Walker	Life	RS-478
Christopher Wheeler	Active	P-5464			

Air Station Cape Cod Celebrates its 50th Anniversary and CGAA Elmer Stone FW Rescue Award Presented

By Ptero Steve Goldhammer, Aviator 1207



On 28 August, Air Station Cape Cod celebrated its 50th anniversary and the 2020 Elmer Stone Fixed Wing Rescue Award was presented to a Cape Cod crew in a live-streamed ceremony before an audience of about 100 socially-distanced and masked people. Hopefully, those of you who wanted to be there were able to be there, at least vicariously, while watching the livestream broadcast. The CO, Ptero Scott Langum, Aviator 3361, welcomed everyone and expressed his pride in being the CO on this momentous occasion. Ptero Jack McGrath, P-2666, a Cape Cod 'Plankholder,' represented the CGAA and gave the following remarks: "The Coast Guard Aviation Association normally presents these awards at our annual reunion, known as our ROOST. Due to the situation this year, the presentations are being made at the Air Station where the crew is based.

Elmer F. Stone, known as "Archie," graduated from the U. S. Revenue Cutter Service School in New London, CT in 1913 as a 3rd LT. After sea service, he received his wings in 1917 at Pensacola as

Naval Aviator # 38 and CG Aviator #1. In 1919, he was assigned as pilot of the NC-4, one of three Curtiss Seaplanes attempting the first trans-Atlantic crossing. Enroute to Newfoundland, the NC-4

suffered an engine failure and taxied in to the Chatham Naval Air Station, commanded by LT Phillip Eaton, C G Aviator #6, so Eaton and Stone were the first Coast Guard Aviators to fly on Cape Cod. Stone completed the flight to Portugal, then England. He received the Navy Cross and the Royal Air Force Cross for the flight.

Returning home, he worked with the Navy in developing carrier catapult technology. In 1934, flying a new CG J2-F Grumman "Duck", he set a new world speed record for an amphibian of 191.7 MPH.

In 1935, promoted to Commander, he became CO of CG Air Detachment, San Diego, where he passed away of a heart attack in 1936. He is buried at Arlington National Cemetery. In 2020, the 9th Legend Class 418 foot National Security Cutter was christened the Elmer F. Stone.

The Commander Elmer F. Stone Award is presented to the Air Station Cape Cod crew of HC-144 CGNR 2313, LCDR Christopher McKay, Aviator 4385, LTJG Banning S. Lobmeyer, Aviator 4776, AMT2 Jesse R. Oudman, AMT3 Brandon E. Sabala, AET3 Connor D. Shannon, and AET3 Nicolas G. Stewart, in recognition of their heroic efforts on 24 July 2019 responding to an emergency position-indicating radio beacon (EPIRB) for the trimaran S/V ISHMAEL, 330 miles offshore Cape Cod.

S/V ISMAEL was in the middle of a major convective system with lines of embedded thunderstorms that the crew of CGNR 2313 battled both on scene and during their transit to the stricken vessel. Through limited text messages with the master, who was the lone soul onboard, via the EPIRB, it was reported that part of the trimaran had broken away and the vessel was flooded up to the cabin. When they arrived on scene, the crew of CGNR 2313 encountered continuous moderate turbulence, the maximum allowable for the aircraft, visibility of less than one mile, and 500 foot

ceilings. While searching on Night Vision Goggles (NVGs) below 500 feet, CGNR 2313 continuously battled severe low-level wind shear, causing altitude losses ranging from 200 to 300 feet and air speed fluctuations of 20 knots. Battling low illumination, poor radar picture, and several malfunctions of the Forward Looking Infrared (FLIR) camera, LTJG Lobmeyer was able to locate a barely visible light from the vessel using NVGs. AET3 Stewart provided critical backup to the pilots as they battled turbulent conditions by moving up to the cockpit to help watch for airspeed and altitude deviations during aerial deliveries. This left AET3 Shannon alone to work a degraded FLIR and to manage all external communications while AMT2 Oudman and AMT3 Sabala readied the crew and aircraft to conduct aerial deliveries. With visibility of less than one mile, the pilots were unable to see the vessel until almost directly over it. LCDR McKay manually maneuvered the aircraft in moderate turbulence to conduct precise last-minute adjustments needed to give them the best chance of conducting an accurate drop. After three aborted attempts, CGNR 2313 successfully deployed a radio can, followed by an Ariel Sea Rescue Kit 16 and a Self-Locating Datum Marker Buoy. The radio proved vital in allowing search crews over the next ten hours to relocate the vessel via radio direction finder and communicate with the master. It also enabled the master to coordinate with a Good Samaritan to safely disembark the vessel."

RADM Thomas Allen, CCGD1, presented the awards. AMT2 Oudman and AET3 Stewart were unable to attend due to their transfer to AirSta Barbers Point and AirSta Elizabeth City respectively. Besides a commemorative plaque, each awardee was presented a CGAA hat and luggage tag.



LCDR McKay (l), LT Lobmeyer, AET3 Shannon, & AMT3 Sabala display their awards, as Ptero McGrath (l), RADM Allen, CAPT Langum, & CMC Jacob Linder look on.

Photos by Ptero Buck Bailey.

RADM Allen offered greetings from Ancient Albatross ADM Charlie Ray, Aviator 2311, who really wanted to attend. He congratulated the awardees and said he was thrilled to be here. He said that for 50 years Air Station Cape Cod has answered every call and faced

every challenge. He referenced the CG air station established at Ten Pound Island in Gloucester Harbor, MA in 1925 with a single OV-1 aircraft. He said that Cape Cod is carrying on that proud tradition. He reviewed some of the highlights of Cape Cod's distinguished achievements. In the past 50 years, over 2,400 lives have been saved by AirSta Cape Cod.

A specially-commissioned 50th anniversary painting by CG aviation artist Ptero

Bryan Snuffer, P-3066, was unveiled. A 50th anniversary commemorative Air Station patch was also displayed. It was a two-month contest with many entrants. The design with a historic and inspirational Revolutionary War Minuteman was selected.

CAPT (Ret.) Greg Ketchen, president of the CG Heritage Museum in Barnstable, said celebrating the CG story is one of its missions, and that is why he is here today. He brought a 'Golden Ticket' for each Cape Cod member

for free admission to the museum. He also said that admission is free to all CG active duty members anyway. He said that today's ceremony is part of the legacy of CG aviation history.

The ceremonial cake was cut by the oldest aviator and the youngest aircrewman present, CAPT Langum and AN Herbert Pitts. The ceremony concluded with a pre-recorded congratulatory video message from ADM Ray.



Plankholder Rex Barton also attended. Other Pteros who attended included Buck Bailey, Aviator 1664, and Steve Torpey, Aviator 2912.



AirSta Humboldt Bay MH-65 Crew Receives Awards



On 6 August, the Coast Guard recognized two SAR helicopter crewmembers with the nation's highest award for heroism in aviation for their role in a high-stakes rescue during the 2019 California wildfire season. Aircraft Commander LCDR Derek Schramel, Aviator 4226, and rescue swimmer AST1 Graham McGinnis received the Distinguished Flying Cross, the same award first granted to pioneering aviator Charles Lindbergh. Their crewmates, co-pilot Ptero LTJG Adam Ownbey, Aviator

4804, and SAR Aircrewman AMT3 Tyler Cook, received the Air Medal, a military award for heroic or meritorious service in flight.

The medals were in recognition of their role in rescuing two injured firefighters who were unable to evacuate from a burning mountain-side in California's remote Trinity Alps Wilderness. On the night of September 5, 2019, the U. S. Forest Service asked for the Coast Guard's assistance with the rescue of two injured firefighters. The men had been struck by

a "car-battery-sized rock" on a steep hillside and had sustained serious injuries, according to a USFS after-action report. One of the men sustained a broken and twisted femur, and the second had head lacerations and neck injuries. Both had to be moved by stretcher to keep ahead of the fire, and the condition of the patient with the broken femur began to deteriorate.

Sector Humboldt Bay accepted a request for assistance from the USFS and dispatched LCDR Schramel's helicopter crew. When they arrived on scene, they found the victims were located within 10 yards of the fire line in a clearing that the fire crew had cut in the forest to allow for an extraction. After assessing the scene and making some adjustments, the helicopter crew approached the extraction zone and made a high-altitude, tree-top hoist from 240 feet, near its maximum hoist range. The crew took both patients aboard and delivered them safely for treatment.

"It was just the best example of what we aspire to in naval aviation, in Coast Guard rescuing and in lifesaving operations," said RADM Brian Penoyer, CCGD11. "This aircrew did all this in the worst conceivable conditions that you can imagine."



Ye Olde 2020 Ptero Roost Report (Real, not Virtual)

By Ptero Steve Goldhammer, Aviator 1207

About 265 CGAA members signed up to 'ZOOM' in to the 44th Ptero Roost virtually on Saturday, 12 December. What a surreal experience in this bizarre year of the novel coronavirus pandemic that all of us thought would be history by now. The Roost was tirelessly choreographed by maestro Ptero Jay Crouthers ensconced in his basement 'control room' which became his second home for about the past five months.



Many of the Roost segments were recorded in the studio which Jay fabricated in his basement. Jay deserves a raise!



After a short welcome by ADM Ray, Ptero VP Janis Nagy, Aviator 2791, introduced the first 'virtual' Roost and lamented the lack of personal interaction and raucous camaraderie. He looks forward to seeing us at the next live Roost. Ye Ancient Scribe then read the Airman's Prayer' and the list of deceased members since November 2019.

Ptero Prez Emerson welcomed us. He said this year we made the most of weirdness and we're surviving the pandemic. Our Ptero Board is a great crowd, and they look better in masks. We didn't figure out how to do the virtual Hospitality Suite, but you probably did that. He listed our accomplishments over the past year and throughout our 43-year history. He said the Commandant, ADM Karl Schultz, told him he had no idea how much the Pteros do. Mike said our Pterogram is phenomenal and getting better and better, in contrast to his jokes. Thanks to Mark Benjamin, the Aviation

Unit Coordinator project may be our greatest accomplishment this year. Mike thanked Jay Crouthers, the mastermind of the Roost, and Agents of Play, whom we contracted with to stage the Roost. He said the CGAA should be your favorite charity. He spoke of the three Hall of Honor recipients, out of seven outstanding applicants: VADM (Ret.) Howie Thorsen, VADM (Ret.) John Currier, and the 14 members of the HITRON 10 Proof of Concept team. [P. 6] He covered the Meritorious Public Service Award to Ptero Tom Beard [See P. 8] on 10 October at AirSta Port Angeles, and the CGAA President's Award to Beth Crumley [See P. 7]. Commandant Schultz lauded Beth for her well-deserved award and praised her 'passion, professionalism, and archival skills.'

ADM Ray covered the CAPT Marion 'Gus' Shrode CG Aviation Flight Safety Award presentation to Ptero LCDR Michael I. Freeman (FSO), Aviator 4427, of AirSta Houston. He said the AirSta Houston Safety Department is 'ready, relevant, and responsive.'



LCDR Freeman & Presenter Ptero Jim McMahon, P-2983.

ADM Ray covered the CAPT William J. Kossler Engineering Officer of the Year Award presentation to LCDR Sean T. Groark, Aviator 4271, of Air Station Clearwater.



CO Ptero CAPT Joe McGilley (L), Av. 3319, LCDR Groark, & CDR Armell Balmaceda, Av. 3811, EO

ADM Ray covered the Chief Oliver Berry CG Aviation Maintenance Award presentation to AMT2 Jaime. J. Marrero of AirSta Sacramento. The presenter was Ptero Tom Cullen, Aviator 2493.



ADM Ray covered the CAPT Frank Erickson Rotary Wing Rescue Award presentation to the AirSta Humboldt Bay crew of MH-65 CGNR 6561 for outstanding performance of duty on 9 September 2019. Please see P. four.



ADM Ray covered the CDR Elmer Stone Fixed Wing Rescue Award presentation to the crew of AirSta Cape Cod HC-144 CGNR 2313 for outstanding performance of duty on 24 July 2019. Please see P. three.

Jay Crouthers thanked our sponsors (Sikorsky/Lockheed Martin, CAE, the CG Combat Veterans' Assn., In Situ, Switlik, VectorCSP, & Telephonics) for their generous support.

Mark Benjamin talked about the Local Coordinator program. He said it's all about giving back to our communities and involving all aspects of the CG and CG Aviation in the community. We still have four vacancies. It's fun!

Mike Brandhuber, Aviator 3358, gave the Treasurer's report. He said he's happy that his election as Treasurer was unopposed. He thanked the CGAA for all that they've done in the past. We're strong financially, and doing well. We have about \$140K in the bank, but we're spending more than we're taking in. So, all donations will be gratefully accepted. Janis Nagy verified the continued presence of the lock-washer in the petty cash account.

Jack McGrath gave the membership report. He thanked Larry Hall, our database manager, for providing the data. We have about 1,600 members: 1,000 aviators, 300 airmen, and 100 others. 82 are active duty, 1,250 are Life members, and 350 are dues-paying.

Jay Crouthers covered the Ptero Store. He wore a CG Aviation Centennial logo winter jacket and hat. He did a great impersonation of 'The Stripper' while showing us more layers of CGAA clothing that he was wearing. He encouraged us to take advantage of the Store's Christmas special sale. There's lots of stuff for your 'man cave,' and they even have CGAA face-masks. Stoutgear has been our supplier for four years and Ben Stoppe is very happy that the Store is no longer in his basement.

Jeffrey Hartman reported on the planned 2021 Roost. He said that Port Angeles has magnificent vistas with lots of fun things to do. Forget 2020; look forward to the 2021 Roost 20-23 September in Port Angeles. He covered all of the planned activities.

There was a five minute head call break.

Ptero CAPT Carl Riedlin, Aviator 3052, CG-711, Chief of Aviation Forces, covered the state of CG Aviation. He said that CG aircrews displayed incredible tenacity and resilience in the face of COVID-19. Stan visits and proficiency courses were postponed. The CG is creating a Reserve Aviation Force and enlarging the AST program. They're looking for 24 Reserve pilots and 125 enlisted by 2022 who will serve alongside active duty folks. 32 more Rescue Swimmer billets will be added. Many changes to the manned and unmanned CG Aviation fleet, stationing, and capabilities are planned. Fixed Wing siting and H-60 growth are being studied. Airbus discontinued production of the 35-year old HH-65 in 2018. That presents many logistical challenges. H-60s will eventually replace the H-65s. He said we continue to honor the legacy of our past with our actions today.

Ptero CAPT Kent Everingham, Av. 3225, CG-41, Chief of CG Aviation Engineering, said that the ALC has done great coping with COVID-19. The H-65 will be maintained through the late 2030s. H-60s will receive Service Life Extension upgrades to be around until the late 2040s. Seven HC-130s will transfer to CalFire by 2022. C-27s will also be assigned to Clearwater. Half of the C-144s have received upgrades to the 'B' model. Until the next real Roost, keep your wings level and your nose on the horizon.

Ptero CDR Jeremy Denning, Aviator 3757, CG-3311, Chief of CG Aviation Safety, said there's a new, revised aviation safety survey on the street. There was one Class A accident in 2020: an AirSta Houston H-65 caught fire on the ground in New Orleans. The cause is under investigation. There's a new CG Flight Safety Officer training course and Stan Team at ATC Mobile. The invisible hazard of COVID is the mental health aspect. Stay safe.

Enlisted Ancient Al, AMTCM Broderick Johnson, gave his report on what's happening in CG enlisted aviation in the fleet and the front office. Please see P. nine. He hopes to see all of us live next year.

ADM Ray gave his Ancient Al Report. He will complete 40 years of service this spring. He earned his wings in '84. His first tour was at AirSta Savannah flying H-52s and he was deployed one month later. There was no GPS then; you did lots of DR. He reviewed other remembrances of his aviation career. He thanked Ptero 'Bear' Moseley, Av. 743, and the CGAA for documenting CG Aviation history and its heritage. He asked for support for the new CG museum. He predicted that, in the next 40 years, CG Aviation will be less tied to geographic locations, will have **SEE ROOST REPORT on P. 23**

HITRON Hall of Honor Induction Ceremony Conducted



On 7 August, CG Vice-Commandant Ptero ADM Charlie Ray inducted the HITRON-10 Proof of Concept Team into the CGAA Hall of Honor in a ceremony at HITRON. Ptero CDR Mark (Roscoe) Torres (L), Av. 2525, Ptero LT Tom Gaffney, Av. 3157, LCDR Dennis Dickson, Av. 2566, AD2 Charlie Hopkins, LT Jason Church, Av. 2913, & LT Vince Van Ness, Av. 3388B, proudly view their HOH plaque. They each received an individual plaque. HITRON CO, Ptero CAPT Greg Matyas, Av. 3432, hosted the ceremony. Congratulations!



HITRON-10 PROOF OF CONCEPT TEAM (SEPT. 1998 – MAR. 2000)

AUF PILOTS

CDR MARK TORRES
LCDR DENNIS DICKSON
LT TIMOTHY TOBIASZ

CDR PATRICK MERRIGAN
LCDR STEWART DIETRICK
LT THOMAS GAFFNEY

LCDR SCOTTIE WOMACK
LCDR JASON CHURCH
LTJG VINCENT VAN NESS

AUF AVIATION GUNNERS

AD1 RAYMOND STOBINSKI, JR.
AM2 GORDON BROUSSEAU

AE2 JD LAWRENCE

AD2 CHARLIE HOPKINS
AD3 RICHARD FORBES

THE HELICOPTER INTERDICTION TACTICAL SQUADRON TEN (HITRON-10) PROOF OF CONCEPT TEAM IS CITED FOR OUTSTANDING CONTRIBUTIONS TO U.S. COAST GUARD AVIATION THROUGH THEIR SUPERIOR PERFORMANCE, AND HAVING A LASTING POSITIVE IMPACT IN THE TECHNICAL AND TACTICAL DEVELOPMENT OF COAST GUARD AVIATION'S AIRBORNE USE OF FORCE (AUF) MISSION.

FROM SEPTEMBER, 1998, THROUGH MARCH, 2000, THIS SELECTED TEAM OF FOURTEEN COAST GUARD AVIATORS -- NINE PILOTS AND FIVE FLIGHT MECHANICS -- SET OUT TO DEVELOP AND OPERATIONALLY TEST NEW EQUIPMENT, TACTICS, AND OPERATIONAL PROCEDURES, TO BRING ABOUT A NON-LETHAL USE OF FORCE CONCEPT AGAINST GO-FAST BOATS TO TACTICAL REALITY. DURING THIS SHORT 18 MONTH PERIOD, THE TEAM USED LEASED, NON-STANDARD MH-90 HELICOPTERS, INTEGRATING A MIX OF LETHAL AND NON-LETHAL TECHNOLOGY, ALONG WITH STATE-OF-THE-ART SENSORS, NIGHT VISION DEVICES, AND COMMUNICATIONS EQUIPMENT, AND DEVELOPED HIGHLY AGGRESSIVE AND EFFECTIVE OFFENSIVE AND DEFENSIVE TACTICS NEVER BEFORE ATTEMPTED BY ROTARY WING AIRCRAFT.

THE SQUADRON COMPLETED A SERIES OF SIX OPERATIONAL DEPLOYMENTS DURING **OPERATION NEW FRONTIER**, TO TEST THE NEW CONCEPT IN DAY AND NIGHT CONDITIONS, SUCCESSFULLY INTERDICTION SIX DRUG SMUGGLING VESSELS, APPREHENDING 20 SMUGGLERS, AND SEIZING OVER 14,000 POUNDS OF MARIJUANA AND COCAINE.

THE TEAM'S SUPERIOR PERFORMANCE AND OUTSTANDING OPERATIONAL ACHIEVEMENT IN CREATING, DEVELOPING, TESTING, AND SUCCESSFULLY IMPLEMENTING THE AUF FROM COAST GUARD HELICOPTERS TO STOP GO-FAST VESSELS TRAFFICKING DRUGS ON THE HIGH SEAS, HAS HAD ONE OF THE MOST LASTING IMPACTS ON COAST GUARD AVIATION IN ITS HISTORY, AND CREATED A UNIT THAT WOULD FUNDAMENTALLY CHANGE BOTH COAST GUARD AVIATION AND OUR NATIONAL DRUG INTERDICTION STRATEGY FOR DECADES TO COME.





The Association President

IN RECOGNITION of notable services that have
greatly contributed to the preservation of the history of
Coast Guard Aviation
takes pleasure in presenting the

PRESIDENT'S AWARD

to

Ms. Beth L. Crumley

November 14, 2020

Michael D. Emerson
Captain, U.S. Coast Guard (Retired)
President

President's Award to Ms. Beth L. Crumley

On 28 October, Ptero Prez Mike Emerson surprised CG Assistant Historian Beth Crumley with the well-deserved CGAA President's Award at CGHQ. She was also designated a CGAA Life Member. In response, Beth said: 'I am truly gobsmacked! Mike invited me to a presentation this AM. I was happy to attend. He didn't give me any details, but I assumed someone was getting an award....I never expected it to be me! And the President's Award? I told him that I don't think I have earned this ...not yet...but I promise you all that I will continue to be an advocate for USCG aviation history, continue to write and to speak, and to tell what truly is an amazing story. I cannot thank you enough. It really belongs to all of you, who have so generously helped me since I came aboard. You have freely given of your time, and your knowledge....you also gave me your friendship. That is the most valuable gift of all.'

The citation reads as follows: 'The President of the Coast Guard Aviation Association (CGAA) takes pleasure in presenting the President's Award to Ms. Beth L. Crumley, in recognition of her extraordinary and enduring contributions to researching and recording the history of Coast Guard Aviation. As Assistant Historian for the Coast Guard since 2016, Ms. Crumley has successfully investigated key figures and events to fill gaps in historical records and highlight important milestones and lessons. Her examination of service records for William Kossler and Frank Erickson revealed the remarkable initiative and courage needed to incorporate helicopters into Coast Guard missions, and the inherent challenges of early helicopter operations. Ms. Crumley's timely studies and reporting provided a strong foundation for a yearlong commemoration of noteworthy rotary-wing accomplishments that began on the 75th Anniversary of Helicopter Operations. Using firsthand accounts of Sergei Sikorsky and helicopter pilot #2, Commander Stew Graham, along with queries of vast resources in the Sikorsky Archives, she further elevated awareness of the early development of helicopters, and the fascinating spectrum of characters that conceived and flew them. Ms. Crumley instinctively engaged the "History Detectives" of CGAA, and brazenly probed into Russian influences in early flying machines, including a little-known enlisted immigrant named Victor Utgoff. Their collective findings illuminated details of Utgoff's incredible experience with flying boats, and fortuitous association with Igor Sikorsky that led to the startup of Sikorsky Aircraft Corporation. Ms. Crumley continued to trace leads from first generation aircraft manufacturers to explain the relationship between the naval services, which reinforced long-standing suggestions that Coast Guard aviators provided invaluable leadership and innovation to U.S. Navy and Marine Corps flight programs. She is a prolific author, and published numerous articles to increase public visibility and preserve the legacy of aviation in the Coast Guard. She also responded to countless inquiries from Congress, industry organizations, academia, and the media, providing valuable statistics and data that were not avail-

able elsewhere. Ms. Crumley has established an aviation specific section in the historical records of the Coast Guard, and, made significant progress with protocols for chronicling and retrieving seminal aviation documents. She has been a subject matter expert on aviation for design teams involved in planning the layout of the official Coast Guard Museum, and, ensured that Coast Guard aircraft and aircrews will be aptly and accurately featured. Ms. Crumley has also championed the consideration of famous aviator names for cutters and major facilities, most notably helping to influence the final approval for naming the 9th National Security Cutter, USCGC STONE, in honor of Aviator #1, Elmer F. Stone. An impassioned storyteller, Ms. Crumley was a favorite speaker during Professional Discourse sessions on Coast Guard Aviation for the Vertical Flight Society, Aviation Engineering Conference, and the Annual Pterodactyl Roost. She has proudly conveyed the complexity and value of Coast Guard aviation for the benefit of present and future generations. Ms. Crumley's initiative, dedication and leadership are most heartily commended, and in keeping with the highest traditions of the Aviation Association and the United States Coast Guard.'



Congratulations!

Ptero VADM (Ret.) John P. Currier, Aviator 1877, Inducted into CGAA Hall of Honor

On 31 August, Ptero Prez Mike Emerson presented VADM Currier's Hall of Honor plaque to his widow, Mary Jane Currier, at a ceremony at Air Station Traverse City, MI. The AirSta CO, then-CDR Ptero Chuck Webb, Aviator 3422F, hosted the ceremony. Please see related story in Pterogram 2-20.



Ptero VADM (Ret.) Howard B. Thorsen, Aviator 776, Inducted into CGAA Hall of Honor



VADM Howard B. Thorsen, USCG, CG Aviator no. 776, Coast Guard helicopter pilot no. 442, and Ancient Albatross no. 13, is cited for his outstanding contributions to U.S. Coast Guard aviation. Vice Admiral Thorsen, exemplifying superior performance, ushered in a new Coast Guard aircraft with revised operational

practices for greater success.

In summer, 1974, assigned to the new Short-range Recovery (SRR) Aircraft Characteristics Board (ACB), Commander Thorsen established new mission-performance standards for SRR helicopters replacing the HH-52A helicopter fleet. Captain Thorsen, assigned from July 1977 to June 1980, as Chief, Aeronautical Engineering Division, headed the Source Selection Advisory Committee (SSAC), and was designated SRR project officer. Captain Thorsen led teams of U.S. Navy and U.S. Coast Guard specialists through all helicopter acquisition phases. Examination of capabilities and flight tests involved evaluation of candidate aircraft from Textron Bell, Sikorsky Aircraft, and Aerospatiale. Captain Thorsen engaged in contract negotiations and bid reviews, which cumulated in a contract for ninety-six HH-65A aircraft.

The present MH-65E evolved through various modifications from the first HH-65A, which began operations in November 1984. Planned changes to this successful helicopter series project the MH-65's useful service life to 2027. Thus, Vice Admiral Thorsen's expertise as the SSAC head and SRR project officer formed a lasting impact on U. S. Coast Guard aviation for over 40 years.

Vice Admiral Thorsen's professionalism, leadership, vision, aviation proficiency, and dedication to service are in keeping with the highest standards and traditions of U.S. Coast Guard aviation and the Coast Guard Aviation Association.



VADM Thorsen proudly displays his Hall of Honor plaque at his home after it was mailed to him.

Congratulations!

Ptero Barrett 'Tom' Beard, Aviator 1104, Receives Meritorious Public Service Award By Ptero Prez Mike Emerson, Aviator 2799

Tom Beard, USCG (ret) was presented with a Meritorious Public Service Award at Coast Guard Air Station Port Angeles on Saturday, October 10. The Coast Guard Meritorious Public Service Award is the second highest public recognition that the Commandant may award. It's awarded for substantial contributions to the Coast Guard that produced tangible results.

Presenting the award was CDR Scott Austin, Aviator 4214, Executive Officer and Acting Commanding Officer. The Command Master Chief, AETCM Michael B. Jusko also participated. Ptero Captain Jeffrey Hartman USCG (ret), Aviator 1128, representing the Coast Guard Aviation Association read the citation at the ceremony.

Tom Beard was recognized for his exceptional and enduring contributions to the

Coast Guard and Coast Guard Aviation. He has authored five

books and was the Editor of *The Coast Guard*, the excellent coffee table book on the history of the Coast Guard. In addition to his ten years with the Coast Guard, Beard was previously an aviator with the USN flying both Attack and early warning aircraft off Naval carriers in Vietnam. He qualified as a pilot in command of 17 aircraft and also holds a Master's License for 100-ton inspected vessels.

In response, Beard said, "You guys caught me dumbfounded! I don't know where to begin in offering thanks to those who were responsible in initiating this award. My deepest and sincerest thanks to all!"

Congratulations!



AETCM Michael Jusko, Command Senior Enlisted Advisor (L), Hartman, Tom Beard, and CDR Scott Austin, Executive Officer and Acting CO (CO CDR Joan Snaith, Aviator 3708, was on Emergency Leave)



Ancient Al #25 Letter to Pteros

Greetings fellow Pteros! I tip my cover to the folks who put together a fantastic Virtual Roost. I thought it was entertaining, informative, and strangely creative. I expect to see Ptero Prez Mike and Ptero Jay collaborate on more bloopers for the next Roost!

I spend a lot of time looking ahead as the

Ancient Albatross, and the future for Coast Guard aviation is bright. I foresee more opportunities to surge capacity—moving resources to pre-stage and respond to major weather events. I foresee Coast Guard aircraft utilizing more advanced sensors with more autonomy, particularly to generate true Maritime Domain Awareness. I like what we're doing

with drones on cutters right now, and the sky is the limit with new remote systems. I also foresee aviators leading how we implement new technologies to improve all of our missions.

Meanwhile, I foresee us being tested. Our pilots and aircrews will still need to be trained and current to make successful rescues and interdictions. We will still need talented technicians to maintain and repair Coast Guard aircraft that help us sustain impeccable safety records. And we must never become complacent.

So, I ask you - wise Pteros, to impart your wisdom, your mentorship, and your

encouragement upon our next generation of aviators. Engage the active duty flyers at aviation units near you, and get to know them. Learn what motivates them, and you'll probably agree that they are just like us.

Our future aviators are all driven. They all share a passion to fly. They are all bold, courageous, smart, and thoughtful. Why? Because these are qualities of our shared Coast Guard aviation heritage - qualities passed down from our Pteros, to our operational pilots and maintenance technicians who respond to cases all over the globe—to our flight instructors—and down to our future aviators.

And like us, these aviators are itching to get

into the fleet to relieve the watch, save lives, and propel Coast Guard aviation into the next decades. Let's stay connected.

Semper Paratus!
ADM Charlie Ray,
Aviator 2311



Enlisted Ancient Al #12 Report to Pteros

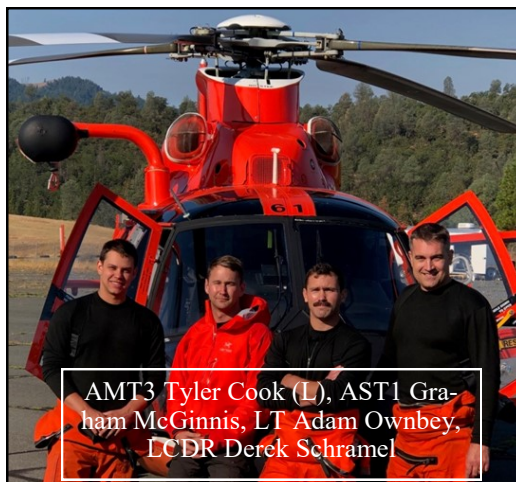


Greetings Pteros and happy holidays! I hope everyone is safe and doing well. As COVID-19 continues its grip on the world, CG women and men continue to develop ways of operating during this challenging environment. Many units are still operating on adjusted schedules that maximize safety and limit exposure to personnel. In addition to the many missions of the CG and one of the most active hurricane seasons on record, keeping everyone COVID-19 free has become a major all hands effort.

Significant changes and improvements are occurring throughout CG aviation. The HC-144B and MH-65E model aircraft are rolling off the production line in Elizabeth City, N.C. Air Stations Houston and Miami have completed the MH-65E transition while ATC Mobile and AirSta Corpus Christi have completed the transition to the HC-144B. AirSta Miami is currently conducting its transitions to the HC-144B. Master Chief Eric Bhein has been selected as the next Rating Force Master Chief for the Aviation Survival Technician Rating. He will replace Master Chief Kelly McCarthy who will transfer to Air Station Sitka next summer. Master Chief Joshua Ewing has been selected as the Rating Force Master Chief for the Aviation Maintenance Technician Rating. Master Chief Ewing will replace Master Chief Alan Wiltse who will retire in the summer of 2021 after 29 years of service. Every CG rating has a Master Chief assigned to Headquarters who is

responsible for the training, management and advocating for their rating specialty throughout the fleet.

Congratulations to the crew of CGNR 6561 from AirSta Humboldt Bay. LCDR Derek Schramel and AST1 Graham McGinnis received the Distinguished Flying Cross while copilot LTJG Adam Ownbey and Flight Mechanic AMT3 Tyler Cook received the Coast Guard Air Medal. The crew was recognized for heroic and meritorious service in flight during the rescue of two fire fighters with serious injuries during an out of control wildfire in northern California's Trinity Alps Wilderness on the night of September 5, 2019. CGNR-6561 arrived on scene to find the injured firefighters in a small 30 foot fire line cleared by firefighters to assist with the extraction. The helicopter crew performed a high altitude hoist near aircraft limitations over mountainous terrain during fire and smoke filled conditions. [See story on P. 4...Ed]



For the first time, the Continental U.S. North American Air Force Aerospace Control Alert Maintainer of the Year Award was earned by a Coast Guard enlisted aviator. The Continental Division of the North American Aerospace Defense Command (NORAD) is comprised of the United States Air Force, Air National Guard, Army National Guard, Canadian Air Force and CG personnel. Avionics Electrical Technician First Class Andrew Anton received the prestigious award back in September. PO Anton is a member of the small group of CG aircrew personnel tasked with protecting the National Capital Region in

Washington D.C. One of their most important missions is protecting the heavily restricted air space around the White House. PO Anton is responsible for the maintenance and overall operational readiness of three MH-65D aircraft at Ronald Reagan International Airport in support of this mission. [See story on P. 17...Ed]



AET1 Anton's wife Maria, Sienna (7 mo.), Eli (2), & Luca (4)

Finally, bravo zulu to the Coast Guard Aviation Association Executive Board for making the difficult decision to cancel the 2020 traditional style Roost in Port Angeles, WA. It's unfortunate but the decision was made in the interest everyone's safety. The Roost is not only an opportunity to recognize CG women and men for their aviation achievements, it's a chance for association members to get together, share stories and enjoy each other's company. Congratulations to all of the 2020 award winners. I look forward to seeing everyone in Port Angeles at next year's event.

Semper Paratus!
Ptero Broderick Johnson,
P-5068



Forward Operating Base (FOB) Pt. Mugu

By Ptero Pete Heins, Aviator 1504,
CGAA Local Coordinator



During the Summer of 2020, as Pterodactyl Liaison to Coast Guard Forward Operating Base (FOB) Pt. Mugu, I had two meetings with LCDR Chris Artac, who is currently stationed at FOB Pt. Mugu as Logistics Officer. The FOB is located on Naval Base Ventura County (NBVC), Pt. Mugu, CA. Due to Covid 19, LCDR Artac and I met over coffee to discuss the FOB which was closed to all visitors due to the current pandemic.

Then, on 1 November, I was invited to visit the FOB facility to attend the advancement ceremony for AET1 Nate Hawkins to AETC.



L to R: Former Coast Guardsman & mentor Nate Frankenstein, AETC Hawkins, Calch Hawkins

I then had a tour of the FOB facility with AirSta San Francisco CO CAPT Thomas Cooper. Forward Operating Base Pt Mugu is under the Command of AirSta San Francisco. It was established after the closure of AirSta Los Angeles in September of 2016. to maintain adequate CG Aeronautical response in the area from Newport Beach to Morro Bay to include Catalina and the Channel Islands until new facilities are constructed. Two MH-65D "Dolphin" helicopters and a core group of 12 Officers and Enlisted Personnel are based at the FOB. About 15 Of-

FOB Pt Mugu is centrally located on the NBVC Pt Mugu base in a hangar which also houses the Control tower, Base Ops, & Weather Office.



ficers and Enlisted Personnel are also typically TDY from AirSta San Francisco. CAPT Cooper is ultimately responsible for FOB Pt Mugu but, Logistics Officer, LCDR Chris Artac, Aviator 3857, is the senior command representative. Although CAPT Cooper and the XO, CDR Corey Braddock, are not on site at the FOB, they and other senior CG AIRSTA San Francisco Officers do travel to the FOB to meet with the crew and stand duty quarterly or more often. CAPT Cooper's previous assignment was as CO, Air Station Los Angeles, so he is very familiar with the local area and missions.

Most major scheduled maintenance is performed in San Francisco; however, some scheduled and unscheduled maintenance tasks are performed locally. When necessary, usually every two weeks, an MH-65 is transferred from San Francisco to Pt Mugu, and a coastal patrol is conducted as part of the transfer flight. When San Francisco crews are changed out at the FOB, AirSta Sacramento provides an HC-27 "Spartan" to perform the transport mission for about 16 personnel and cargo.

Missions of the FOB are similar to those of other Rotary Wing Air Stations, but the offshore Channel Islands National Park with its several large and small islands, encompassing roughly 1800 square miles of critical marine habitat, provides lots of unscheduled business. Additionally, numerous very large cargo ships, oil tankers, and cruise ships frequent the deep water Ports of Long Beach, Los Angeles and Ventura County's Pt Hueneme. An oil spill, a MEDEVAC from the Channel Islands or an oil rig, or a search for an overdue surfer are all in a typical day's work.

Most Medical, MWR, Commissary and Exchange facilities are located at the large, primary facility Naval Base Ventura County, Port Hueneme. However, Pt Mugu has a great recreation area with superior views of Mugu Rock and the large, diverse estuary of the Calleguas Creek with a variety of sea life. For old fogies like me, this beach is vastly superior to being stuck in traffic on the Pacific Coast highway and trying to get access to a jammed parking lot at each and every public beach. A camping facility, tenting area, RV area, beach motel, and an MWR office are all located near the beach. Of local SAR interest, at the Pt. Mugu Beach recrea-

tion area, there is a Monument to the 88 Passengers and Crew of Alaska Airlines Flight 261, a McDonnell Douglas MD83, which had a flight control problem and crashed offshore in January 2000.

FY 2019 Stats:

FOB Pt Mugu flew about 1750 flight hours. In addition to other missions, it conducted 94 SAR Cases with 17 lives saved and 17 others assisted. An MH-65 out of Pt Mugu was the first asset on scene during the 2018 Montecito mudslides in Santa Barbara County. During multiple sorties in heavy rain and low visibility, the FOB crews saved nine lives, assisted 29 others, and saved 15 pets.

Flight ops with SECTOR LA/LB assets: Routine training is conducted with USCG Stations Morro Bay, Channel Islands Harbor and Los Angeles/Long Beach as well as four Coastal Patrol boats stationed throughout the AOR.



Ptero Pete Heins stands on the site of the future CG Air Station Ventura at NBVC Pt. Mugu.



AST3 Colton Campbell (l), AET1 Brooks Koegel, LT Mitch Dow, Aviator 4745, and LCDR Chris Artac upon return from MEDEVAC of a 19 year-old male from a fishing vessel in the vicinity of Santa Barbara Island, about 47 miles offshore NBVC Pt. Mugu.

The Long Blue Line: Yuba City—A Christmas rescue that changed aviation history 65 years ago!

By Pteros Barrett T. 'Tom' Beard, Aviator 1104,
C. Douglas Kroll, Ph.D., CG Auxiliary, P-3160, &
John 'Bear' Moseley, Historian, CGAA, Aviator 743

At 0004 on December 24, 1955, a levee on California's Feather River collapsed loosing a 21-foot wall of water into Yuba City and surrounding farmlands. That day before Christmas, flood victims huddled on rooftops and clinging to tree branches could hear something in the distance that few had heard before. The throbbing noise grew louder as a Coast Guard helicopter arrived to rescue the flood's survivors.



Bridge washed out by the wall of water that cascaded into Yuba City. (calisphere.org)

Based at CG Air Station-San Francisco, the helicopter was a newly-developed HO4S-3G. Considered by many as the service's first effective rotary-wing rescue platform, this helicopter far exceeded the capabilities of CG helicopters used since World War II. It was capable of carrying its crew as well as large groups of passengers in an enclosed cabin. Standard equipment included a rescue hoist capable of lifting 400 pounds and a rescue basket. In addition, the HO4S-3G was the first CG helicopter equipped for night-time use, an essential feature for rescue operations.



A CG HO4S-3G showing its rescue hoist capability and enclosed cabin area below the cockpit. (CGAA)

The helo was manned by pilots LCDR George Thometz and LT Henry Pfeiffer with crew members ADC Joseph Accamo and AD2 Victor Roulund.

their salvation.

Over a 12-hour period, this Coast Guard aircrew worked in shifts of two, one pilot and one crewmember, to avoid exhaustion. LT Pfeiffer, the more experienced pilot and qualified for night flight, began the search operation in darkness. Skimming low over flooded housetops, he flew between trees, high tension power lines and telephone wires locating survivors with the aid of a searchlight operated by Chief Joe Accamo.

The flood victims, most dressed in bed clothes or not at all, were lifted from rooftops where they had clung to chimneys or television antennas. Others were trapped in trees and on car-tops.

In his first rescue, Pfeiffer flew over a rooftop where a mother was clutching her children. He brought the helo into a close hover and Accamo lowered the basket. It was the start of a routine that repeated itself throughout the night and rest of the next day. During this routine, the crew would fill the helo cabin with survivors, rush to the local airport situated on high ground, safely deposit their load of survivors, and then rush back to rescue the next batch of victims.

Just before daybreak, Pfeiffer took one last trip before LCDR Thometz took over. Pfeiffer had learned from a rescued man that the man's paralyzed wife, who was trapped in their flooded mobile home. Pfeiffer took-off immediately with both Accamo and AD2 Roulund aboard, even though they had been flying with just one pilot and one crewmember at a time. This time, two crewmembers were needed—one on the ground to get the woman and another in the HO4S-3G to hoist the basket.

Pfeiffer arrived on scene and put the helicopter into a hover over the partially submerged and, by now, floating mobile home. Accamo lowered Roulund in a basket to the roof. Using an ax he brought with him, Roulund chopped a hole in the roof and found the paralyzed woman floating on a mattress in the bedroom. Roulund calmed her and then carried her in muddy waist-deep water through the flooded home and out the front door. He then stood in the floodwaters and signaled the helicopter with his flashlight. Accamo lowered the basket, Roulund put the woman in it and Accamo completed the hoist. Accamo lowered it again and Roulund came up. On another rescue, equipped with a stretcher, Accamo jumped from the helicopter to the roof of a house and brought aboard a polio-stricken woman.

With daylight, Thometz made his first flight and rescued 15 children from the top floor of a house. Later, he recounted "*We just kept lowering the basket and bringing them up. Then we went back and picked up their*

Hundreds of Yuba City Flood victims looked to these four men and their HO4S-3G for

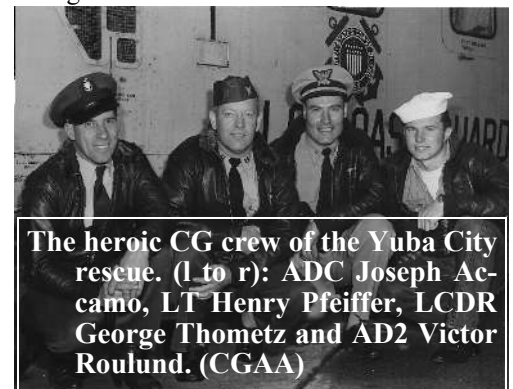
six fathers." The two pilots alternated pilot duties throughout the rest of the day. Working with ADC Accamo as his hoist operator, Pfeiffer made 75 rescues. Working with AD2 Roulund as his hoist operator, Thometz made 63 rescues. Thometz later recounted his trickiest pick-up was hoisting a survivor from a stepladder.

Flying without co-pilots, both Pfeiffer and Thometz grew weary from the strain of tension-filled flying and accumulated hours. When Pfeiffer landed at AirSta San Francisco the night of the 24th, his left hand and arm were badly swollen and he limped on his left leg. The constant hand shifting of the helo's collective and cyclic controls and ceaseless adjusting for helicopter torque by pushing on rudder pedals caused these ailments. Both Accamo and Roulund had knees rubbed raw from hoisting duties & lacerated hands from the constant extracting, lifting and pulling of victims from the rescue basket into the helo cabin.

Using the HO4S-3G, the Coast Guard aviators saved 138 men, women and children, including disabled victims requiring added assistance. Their helicopter was never shut down and had to be "hot-fueled" while the engine was running. Besides the flood's devastation, the fact that it occurred during Christmas drew the attention of a nation. The flood rescue was covered in *Look*, *Life*, *Newsweek* and *Time* magazines and it made the front page of the *New York Times* on December 25th.

At the time of the Yuba City Flood, there was still a debate within the service whether the fixed-wing seaplanes or the rotary-wing helicopters were better suited for rescue operations. Amazingly, one helicopter and four outstanding aircrewmembers changed the course of CG aviation from fixed-wing aircraft to rotary winged. By 1960, the helicopter was well on its way to becoming the primary rescue vehicle for the service.

For their expert airmanship and performance of duty, George Thometz, Henry Pfeiffer, Joseph Accamo and Victor Roulund were awarded the Distinguished Flying Cross. These four men are among the many distinguished aviators of the long blue line.



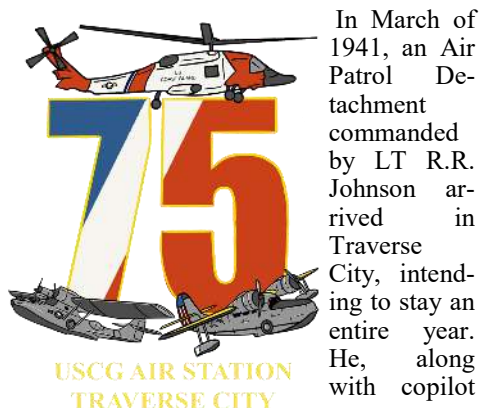
The heroic CG crew of the Yuba City rescue. (l to r): ADC Joseph Accamo, LT Henry Pfeiffer, LCDR George Thometz and AD2 Victor Roulund. (CGAA)

75 Years of Cherry Wings

By LTJG Alyssia LaMonaca, Av. 4855
75th Anniversary graphics by OS2 Jennifer Waynick

Traverse City, MI is a designated CG City, and the town has been home to CG aviators who have maintained and flown everything from the PBY-5A Catalina to the modern MH-60T Jayhawk at the Air Station. We were busy preparing to celebrate its 75th Anniversary as the "Guardians of the Great Lakes" next year in 2021. There was only one problem: we discovered late last year that the AirSta was actually commissioned in 1945, not 1946 as previously believed. Our patches say "Est. 1946" at the bottom, the hangar is proudly painted with a large "1946," and even our entrance sign proclaims, "Coast Guard Air Station Traverse City, Established 1946." So, we have had some work to do! In addition to correcting patches and signs around base, we have spent time delving into unit scrapbooks filled with newspaper articles dating back to the 1940s to better understand our history (and hopefully provide a more complete record for the next group of aviators who plan the 100th anniversary celebration!).

Here's what we have discovered: In 1938, an amphibian plane was assigned to begin the Great Lakes Air Patrol Detachment in Traverse City to test the feasibility of having a permanent air station in the northern Great Lakes. This crew recommended that an Air Station only be operated during the summer shipping season. A new crew was sent to Traverse City, from June-October 1940, with a Grumman JRF-2 to observe the operating area and determine the best location for an Air Station. In addition to conducting an aerial survey, the crew – made up of LT A.E. Harned, RM1c S.J. Brodnan, AMM2c William Rettig, and AMM3c Ovie Tillis – responded to several distress calls. Together they saved three lives, conducted two MEDEVACs, and located 11 disabled vessels. These were the first Coast Guard aviation rescues on the Great Lakes! Those cases also proved the need for a permanent Air Station on the Great Lakes, and recommendations were made to station an aircraft in Traverse City during the winter to collect more data about cold weather operations.



In March of 1941, an Air Patrol Detachment commanded by LT R.R. Johnson arrived in Traverse City, intending to stay an entire year. He, along with copilot

ACMM James L. Riggs, ACMM Felix J. MacNeil, AMM1c William Rettig, and RM1c Carroll W. Meeks, flew a Grumman V-192 amphibian aircraft on 18 reconnaissance missions covering over 79,000 square miles during the first two weeks of April. Europe's involvement in World War II necessitated early opening of navigation on the Great Lakes. Their ice floe surveys enabled the shipment of over 6.9 million tons of ore to other areas of the country and to our Allies abroad, compared to 3.7 million tons the previous year. This crew also conducted humanitarian missions as far north as Isle Royale in Lake Superior, in one case flying 500 NM round-trip to conduct a MEDEVAC of a pneumonia patient. Traverse City's location was shown to be ideal because it granted access to the farthest reaches of the Great Lakes, and plans were set to commission a permanent AirSta here.

However, after the attack on Pearl Harbor and America's subsequent entry into WWII in December of 1941, the Coastguardsmen in Traverse City left for other assignments on the east and west coasts. By July of 1942, the facility was transferred over to the U.S. Navy. The Navy continued operating a base at the Traverse City airport for the next three years, conducting top secret research on drones in the West Arm of Grand Traverse Bay. They constructed four runways at the Cherry Capital Airport, improved the airport infrastructure, and even positioned an aircraft carrier in the bay where they could practice drone takeoffs and landings. It wasn't until WWII drew to a close that the Navy turned the base back over to the Coast Guard, and U.S. Coast Guard Air Station Traverse City was officially commissioned on November 15, 1945. LCDR J.W. Kincaid took the reins as the Commanding Officer of the new Air Station, and the rest is history!

So, why did we all believe that AirSta Traverse City was established in 1946? Despite our best efforts, that remains a mystery. Our current Commanding Officer first noticed the date discrepancy when looking at our list of former COs. The dates LCDR J.W. Kincaid served as the CO from the Air Station's commissioning in 1945 until October of 1946 didn't match up with the "Est. 1946" slogan seen everywhere around the base. Multiple old newspaper articles cite commissionings throughout 1946 and also write about CDR W.J. Smith as the "first" skipper, but he was our second CO (who incidentally became our 13th Commandant). Also, none of the articles listed an exact day that the AirSta was theoretically founded. They only listed different months like January 1946. We obviously determined CDR Smith could not have been the first CO since LCDR J.W. Kincaid was documented before him, and our unit could only have one commissioning date, not many. To get to the truth, we began extensive research, and the official notice of the unit's commissioning was discovered in the December 1945 issue of the *Coast Guard*

Bulletin. Confirmation and certification was then provided by CG historians.

After 75 years, we finally learned of our correct birthday!

A major event happened in January of 1946 that may explain some of the inconsistency: the CG was officially transferred back to the Department of the Treasury and assumed full responsibility for civilian search and rescue on America's waterways. The CG had fallen under the Department of the Navy during wartime, so, technically, the base at Traverse City still fell under Navy control until January 1946. This could explain the confusion about the January dates, but again, this is only conjecture.

Since 1945, AirSta Traverse City has been home to many fixed- and rotary-wing airframes, and though the technology has changed over the years, the mission has not. If there is one thing we have learned from looking through unit scrapbooks, it is that Coast Guardsmen on the Great Lakes have remained busy over the past 75 years. This summer was no exception. Between the months of May and September, the unit launched on 90 cases, saving 24 lives and assisting eight others. We also conducted PWCS patrols, deployed for hurricanes, hoisted Aids to Navigation teams to service lighthouses around the Great Lakes, and helped out our local, state, and federal partners with lots of additional support to the U.S. Secret Service this campaign year.

The COVID-19 pandemic postponed many of our 75th Anniversary festivities, but it gave us a better opportunity to research the unit's history. Ironically, in the newspaper article about the 1941 MEDEVAC off of Isle Royale, there is a photo of the aircrewman wearing an "anti-germ face mask" in accordance with "Headquarters' instructions." Things have come full-circle...unfortunately!

In light of all of the confusion surrounding the date AirSta Traverse City was actually commissioned (November 15, 1945, for the record), it seems only fitting that we continue our celebration into next year, our 76th anniversary of being the "Guardians of the Great Lakes."



Operation Huntair: Working Together on the AUX SAR "Team"

By Linda Skvarla, ADSO-PB, D5 Northern



Auxiliary Aircraft and Mobile Radio Team (left to right): Auxiliarists Ptero Bill Fithian, P-5472, Frank Bigley, Joe Giannattasio and Howard Davis.

Photos by Ptero Joseph Giannattasio, P- 3021, DSO-AV Fifth District-North

It was a typical Coast Guard Search and Rescue (SAR) mission on this cold winter morning: the operation was launched and underway in the back waters of Ocean City, N.J., for a hunter in a small duck-boat who had been reported missing to the Coast Guard the previous evening.

A Coast Guard Auxiliary aircraft was summoned to augment the Coast Guard's search for the missing hunter. The Auxiliary aircrew initiated a Victor-Sierra search pattern (direction of estimated drift) in the general area where the hunter was expected to be. Spotting a small boat and an orange distress flag on the marsh, the AUXAIR crew relayed the coordinates to fellow Auxiliarists in a nearby Land Mobile Radio Facility (LMRF) who immediately set out to the area. The aircraft continued to circle, successfully directing the LMRF team to the hunter's location where he was safely recovered.



Auxiliary Land Mobile Radio Facility and duck boat target ready for launch.

That was the scenario of a successful exercise conducted by Coast Guard Auxiliary air program and radio communications members in the Auxiliary's Fifth District, Northern Region last February. It was the culmination of weeks of planning

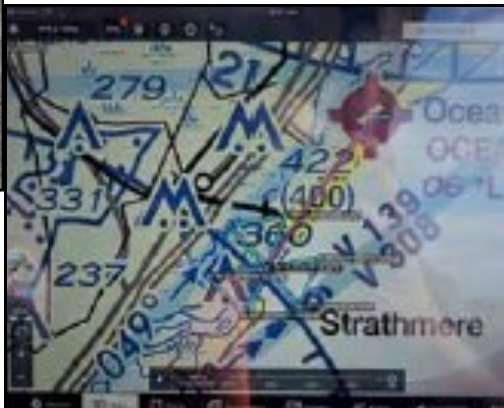
on a original air and ground training procedure that had never been attempted before.

Assigned the mission name "Operation HuntAir," the training evolution was originated and developed by Ocean City Flotilla members Frank Bigley and Bill Fithian. This initiative was the result of an idea by Bigley, an Auxiliary coxswain and avid sportsman, who combined his interests and skills into a realistic scenario and practical exercise for the geography of

the local area.

Bigley shared the idea with Fithian, a qualified air crew member and ADSO-AV for member training, and the two worked together to broaden the project. Ptero Joseph Giannattasio, P-3021, the District's Aviation Staff Officer and a Telecommunications Operator (TCO), was included for his background in air operations and practical knowledge as a TCO and Auxiliary Land Mobile Radio Facility (LMRF) operator. Howard Davis, an aircraft commander/pilot developed the aeronautical aspects of the mission. "Because it involved coordination of air and ground platforms and communications, planning was of the utmost importance to ensure a safe and successful exercise," Bigley said.

In their proposal to the district's Operations Training Officer (OTO) and the Order Issuing Authority (OIA) USCG Air Station Atlantic City, Bigley provided the mission overview: A LMRF transports and stages a boat commonly utilized in an area frequently used by hunters. An Auxiliary aircraft is dispatched to the general area in a search and rescue scenario concerning a report of a lost hunter. The aircraft flies to the area and conducts a Victor-Sierra search pattern in an attempt to establish a sighting of the boat, reporting progress to the LMRF team.



Location and chart of search area.

Secondary evolutions involved monitoring and documenting the use and effectiveness of various Visual Distress Signals (Orange Distress Flags and Signal Mirror) by the LMRF members.

Primary goals of the mission were to exercise the interoperability of air and ground radio teams, determine and photo-document the practical challenges of locating camouflaged individuals and vessels in a wilderness environment and directing first responders to the location.



The "missing" duck boat in the water.

Upon completion of exercise, team members rendezvoused at Ocean City Airport for debriefing. The findings proved useful for future training, referencing and sharing results, and targeting practical boating safety information to hunters and sportsmen.

"Auxiliary search and rescue exercises should provide realistic scenarios and challenges," noted Giannattasio, "and offer the opportunity for participants to learn, expand their skillsets, and share their findings with other operation teams."

Operation HuntAir provided a dynamic interface of District 5NR's air and mobile radio realms and demonstrated both operational abilities and SAR skills.

[Re-printed from 'Navigator,' the CG Auxiliary Magazine, Annual 2018 issue.]





Who, What, and Why We Are



Four retired U.S. Coast Guard aviators were close friends. Captain Marion “Gus” Shrode, CG aviator 527, Captain George Thometz, CG aviator 530, Captain Andy Wall, CG aviator 182 and Commander Norm Horton, CG aviator 187, (all now deceased) often met socially. Their many discussions led them to envision an organization to perpetuate and promote the service and comradeship of all CG air crews. In 1977, **these four buddies founded** The (original) Ancient Order of the Pterodactyl.

Every year since that beginning, the “Pterodactyl” membership of Coast Guard **active duty and retired aviators, air-crew members and supporters** has steadily grown, now numbering more than 2,000. As the organization has matured over the years, its objectives have expanded to embrace the preservation of CG aviation history while directly supporting active duty forces.

The Association is a tax-exempt, non-profit, and all-volunteer entity incorporated in Alabama. Modest individual annual and life member dues and corporate donations fund projects that **support the Coast Guard** in many ways.

A gathering of Pterodactyl members, supporters and guests (a “Roost”) is held each year at various locations, often near a Coast Guard aviation facility. At the annual banquet, **awards are presented to active duty aviation personnel**. These awards were conceived by and are funded by the Ancient Order. Selections are made by the staff of the Coast Guard Commandant.

The Captain Marion “Gus” Shrode **Flight Safety award** is presented to a flight safety officer in recognition of exemplary performance in that role.

The Captain Frank Erickson **Rescue Award** is given to an entire helicopter crew for outstanding performance during a rescue mission.

The Commander Elmer Stone **Rescue Award** is presented to an entire fixed wing crew for outstanding performance during a rescue mission.

The Captain William J. Kossler **Engineering Officer of the Year Award** is presented to an aviation engineering officer in recognition of exemplary performance in that role

The Chief Oliver Berry **Maintenance Award** is presented to an aviation maintenance crewman for exceptional performance.

The Victor Roulund lifetime achievement **Rescue Swimmer Meritorious Achievement Award** is presented to a rescue swimmer for exceptional performance in that role.

In addition to these coveted awards for active duty members of the service, Ancient Order members volunteer time and talent, and funds to **promote and preserve the rich history of U.S. Coast Guard aviation**. Many projects are of direct or indirect benefit to the Coast Guard by helping to **inform the public** about Coast Guard mission performance and enhancing Coast Guard personnel recruitment programs.

Displays and exhibits, including retired aircraft, have been established and maintained at several aviation museums.

A U.S. Coast Guard Aviation **Hall of Honor** is sponsored to recognize and honor those who have made significant contributions to CG Aviation.

A website (www.AOPtero.org) presents information about Ancient Order activities, goals and objectives as well as other items of interest including a link to a CG aviation history site displaying an evolving history of stories, units, aircraft, people and awards.

A journal of Pterodactyl activities named **Pterogram** is published three times annually and is displayed on the official Pterodactyl website as well as mailed in print or electronically to the membership.

The business of the Ancient Order is carried out by an elected volunteer Executive Board with an Executive Director, who receives a small stipend annually, and appointed advisors.

Our ranks include not only active duty and retired or former Coast Guard pilots and aircrew men and women of all specialties, but many other supporters of Coast Guard aviation. We are proud of our efforts to not only preserve and display CG aviation history but our **direct support to current active duty aviation personnel and their commands**.

Continued **growth in membership** will lead to even more impressive initiatives and accomplishments in **support of the USCG and the U.S.A.**

SEMPER PARATUS!

Coast Guard Aviation Association P.O. Box 940, Troy, VA 22974-0940

A charitable, educational association established under article 501(c)(3) of the Internal Revenue Code



Mail Call! This issue's mail is brought to you by a Sikorsky HOS-1 (R-6). Sikorsky designed the HOS-1(R-6) as a follow on to his fabric covered HNS-1 (R-4). While retaining the R-4's rotor and transmission system, the R-6 had an all-metal fuselage. In October 1944, the first of three XHOS-1 were delivered to the US Navy and transferred to CG Air Station Floyd Bennett Field for test and evaluation. One of these crashed. The Navy then acquired 36 HOS-1 (R-6A) from the Army Air Force which were purchased by the CG between January 1945 and January 1946. Of these, two were destroyed in crashes (no fatalities), and the majority of the remaining helos were returned to the Navy or disposed of with the closing of the helicopter training school. On 18 June 1946, CDR Erickson was moved to AirSta Elizabeth City. His downsized Helicopter Test and Development Unit consisted of a small group of dedicated personnel, one hangar, one HNS and two HOS helicopters. This was the thread that kept the Coast Guard helicopter program alive.

Barroom Talent & Vintage 1964 Photo

I received an email from my classmate RADM Bill Merlin that prompted me to look for sketches made by a recent Vietnam returnee at a bar in Mobile. Where else? He drew a whole series on paper napkins while Don Bellis and I talked with

him. I could only find two that were in my book The bar room talent! Don Bellis was Chief of the Production Division and I was Chief of the Engineering Division and Tech Schools at AR&SC in late 1969, and an HH-3F crashed in a training mission at Lakehurst. We would soon have to test fly it, and since we could not be gone for 5-6 weeks, Mobile ran us through in two weeks in Dec '69 - morning, afternoon, and night. Naturally, we relaxed at the local watering holes in time off.



In the futile search for the napkins in the attic, I ran across a photo of all of the COs, EOs, and HQ types that attended a Sikorsky H-52 introductory session in 1964. Two of the founding fathers of the Pteros are included - Gus Shrode and George Thometz. Glen Parsons was EO at NOLA at the time. I was transferred from SFO to NOLA and relieved him, and bought his house. He was a pretty handy guy and had built a nice separate two car garage.

I received a call from 89-yr old Ptero CAPT Sandiford S. 'Sandie' Bee, Jr., Aviator 702, complimenting me on my 'Crossing the Pond' article in Pterogram 2-20. He had flown the 9147 and was a frequent AC to this nugget pilot at ECG on some interesting cases. He had lost his wife, Rosie, earlier this year and welcomed the chance to chat. He served three terms as mayor of Wadmalaw, SC and refused to serve anymore, though wanted. Plan to motor on up and see him soon.

In the picture of the C-130 1339 crew in Athens in my Pterogram 2-20 story, I didn't name the crewmember on the right - couldn't remember, but his name popped into my head recently - AD2 Barron. Ptero Art Wagner, Aviator 769



S-39936 C

SIKORSKY AIRCRAFT MODEL HH-52A HELICOPTER PROGRAM
REVIEW - MARCH 23 - 24, 1964

Some of the Pillars of CG Aviation History. Each face/name that you recognize evokes a flood of memories. Kneeling (l to r): CDR Gus Shrode, LCDR Bob Russell, CDR R.W. Smith, LCDR R.S. Wohlgenuth, LCDR L.V. Donohoe, CAPT Ben Engle, LCDR Frank 'Pop' Shelley, CDR Dick Pope, CDR Jim Durfee, CDT W/G. Fenlon, LCDR Hardy Willis, CDR E.F. Yates, LCDR D.C. Davis. Front Standing: LCDR E.L. Parker, LCDR Bill Russell, LCDR E.L. Hauff, LCDR Jerry Budridge, CHRELE J.A. Spurl, Jr., LT Carl Swickley, LCDR G. Taylor, CDR Jim Iversen, CDR John M. 'Muddy' Waters, Jr., CDR W.C. Mitchell, CAPT Jim Schrader, LCDR J.D. Steinbacher, LT Win Corley, LCDR Harold Woolley. Rear Standing: LCDR W.F. Boucher, LT Art Wagner, CAPT Chet Richmond, Jr., CDR George Thometz, LCDR Glen Parsons, CAPT L.C. Sansbury, CAPT Ira McMullan, LCDR Fred Guild, Mr. A.M. Carey, Mr. L.W. Culpepper, LCDR Deese Thompson, & CDR Fred Merritt.



Can Anyone Out There Beat This?

Seeing some of these 'oldtimers' with aviator numbers beginning in 2 and 3 in the Pterogram really makes me, at 1104, feel old—and having gone through flight training with numbers beginning in 6. Deese Thompson and I were at Sauflley flying SNJ formation at the same time as students and might have well flown in the same flights together. And since I'm so old, I'm out to challenge your offer, "Can anybody out there beat this?" (page 21) The photo above shows an obvious reason I may not be totally diligent to my "historian" title.

The car shown is a 1915 Model T Ford with its original engine. I tweaked most everything just a bit and I snuck in a sort of electrical system to light the kerosene lanterns with LEDs. Otherwise it is hand cranking every time to start and a chock to prevent it creeping forward on cold starts, overrunning the cranker.

Transmission 'neutral' is not necessarily so. While tearing into it, evidence of several crashes revealed themselves as I had to tear down to bare frame, and straighten even that. I don't recall finding a straight, unbent part in the entire car. But it now runs free and fast—fast being a cruise speed of 42 MPH. Not sure of top speed yet. I had planned to have a CG racing stripe on this car for the Roost and used as VIP guest "Uber" if wished for. Maybe next year. My other car is a 1928 Model A Ford in lovely shape. Both are ready for road trips anywhere anytime. Just add gas.

Ptero Tom Beard, Aviator 1104



AirSta Cape Cod Cadre Visits CG Heritage Museum

On 3 August, the Museum was pleased to host a visit of the Coast Guard Air Station Cape Cod senior staff, primarily to view its new displays commemorating 95 years of Coast Guard aviation in Massachusetts and the 50th anniversary of the establishment of CG Air Station Cape Cod. The displays depict the establishment of Base 7 at Ten Pound Island in 1925, their move to Salem in 1935, and the final move to Cape Cod in 1970.

Ellie Russo (l), CGAS Cape Cod Command Secretary; Pat Garrity, Museum 2nd VP; Ptero CAPT Scott Langum, Av. 3361, CO, CGAS Cape Cod; Buck Baley (sitting), Museum VP, Master Chief Jacob Linder, Command Master Chief; CAPT (Ret.) Greg Ketchen, Museum President.



Ptero Buck Baley, Aviator 1664

A True Sea Story

On August 7, 1927, the U.S. Coast Guard patrol boat 'CG-249' was crossing the Gulf Stream from Fort Lauderdale to Bimini. Their task was to deliver U.S. Treasury Agent Robert K. Wagner to the Bahamas to investigate reports that counterfeit American currency was circulating in the British colony.

CG-249 was a "six-bitter" [six bits is a slang term for 75 cents]. She was one of more than 200 75-foot (23 m) wooden hulled Patrol Boats which did most of the waterborne enforcement of the Volstead Act. CG-249 had been built by the Gibbs Gas Engine Company of Jacksonville, Florida.

During the crossing the skipper of CG-249, Boatswain Sydney C. Sanderlin, spotted a 40-foot speedboat heading toward Florida. He signaled the vessel to stop but it turned to run. Sanderlin ordered his deck gun crew to fire a warning shot to no avail. A burst of machine gun fire finally brought the speedboat to.

Her skipper was James Horace Alderman, a Florida native with a long list of convictions most dealing with his efforts as a rum runner. The National Prohibition Act had created financial opportunities for someone like Alderman who knew the waters well enough to run liquor in from the Bahamas. A search of the speedboat quickly turned up twenty cases of booze stacked up in the engine room. Alderman and his crewman were brought aboard CG-249. The rum runner asked permission to go back to get his coat. He came back aboard the patrol boat with a gun. He shot Sanderlin in the back, killing him instantly. Another Coast Guard crewman ran for the armory but was shot by Alderman.

The rum runner ordered the rest of the crew and Agent Wagner to board his speedboat. He ordered his henchman to set CG-249 on fire. The attempt was bungled and while Alderman was distracted, the prisoners jumped him. Alderman managed to shoot Wagner through the heart, but the remaining four disarmed him and beat him senseless.

Alderman was tried and convicted of murder in Federal court. He was sentenced to be hanged at Broward County jail. County officials didn't think it would be a good image for the tourist mecca. Instead, the judge ordered the execution to take place at the nearest federal facility, Coast Guard Base Six in Fort Lauderdale. Accordingly, at 5 a.m. on August 17, 1929, Alderman was hanged at a gallows built inside the base's seaplane hangar.

It was the first and only such execution in the service's history.

[Probably the first time somebody was hung in a hangar.] Ptero Ray Copin, Aviator 744



The 'African Queen' Grounding and breakup 30 December 1958

By Ptero Art Wagner, Aviator 769

Ptero Sandy Bee, Aviator 702, and I launched in UF2G CGNR 2125 (the first Goat to have a white bas color with



"Day-Glo florescent red accents) for a 4.8 hr on scene coverage for the helo work. The Air station flew numerous subsequent flights for pollution assessments. Jerry Budridge and I flew UF2G 1311 for 2.3 hrs on 25 July 1959.

For Capt. Kia Danielsen, master of the African Queen, a 590-foot-long oil tanker, it was just another routine voyage. On Dec. 28, 1958, the ship steamed northward from Cartagena, Colombia, with a crew of 46 and a cargo of 21,000 tons of crude oil bound for the Mobil refinery at Paulsboro, N.J., on the Delaware River. The 13,800-ton tanker enjoyed fine tropical weather for most of its voyage.

Approaching the East Coast, weather conditions were less friendly as the ship struggled against wind-whipped seas and heavy swells, its decks washed by a steady drumbeat of rain. Staring out from the ship's bridge on Dec. 30, Danielsen was unable to discern any shore lights in the early dawn as he prepared to make a port turn, which would align his ship with the Delaware Bay approaches. Navigating by dead reckoning, he called for a turn to port. As the African Queen began making its turn and barely shuddering, it suddenly and firmly came to rest on Gull Shoal, a sandbar 30 miles south of the Delaware Bay.

Danielsen ordered engines stopped. Since only the bow rested on the toe of the shoal, he rang full astern on the engines in an effort to pull the ship off the sandbar. What he didn't realize was that the sheer weight of the cargo had imbedded the ship deep into the sandbar.

And he wasn't prepared for what happened next. "As Captain Danielsen peered through the forward ports he saw his ship perform an impossible maneuver: the bow turned to starboard while the stern backed on a straight course," wrote author and diver Gary Gentile in his book, Shipwrecks of Delaware and Maryland.

"Even as he watched, thousands of tons of South American crude dumped into the ocean from the ruptured forward compartment. Waves crashing against the bow forced it to fold back on the stern; the two sections were attached by only a few crumpled hull plates. Tractor-trailers are known to jackknife, but not ocean-going tankers." The bow, pushed by the sea, pounded on the stern section. Finally, the frail steel connection between the two halves separated, and the bow coursed down the starboard side of the stern in a violent and spectacular show of yellow-red sparks. The cacophony from the scrapping and banging metal rose above the roar of the sea and 25-knot winds. "The midship section, between the wheelhouse and the machinery spaces, was soon breached. Then, as a parting shot, the engine room was punctured. When the bow finally slid past the fantail, the flooding was so bad that the engine room personnel were forced to abandon their stations," wrote Gentile.

The two halves, some 300 yards away from each other, sank in 27 feet of water, which left most of the ill-fated vessel's superstructure above the water. The bow eerily pointed skyward while the remainder of the vessel seemed to have settled on an even keel. The Coast Guard, responding to the ship's S.O.S., mounted a rescue effort from bases in Cape May, Lewes and Ocean City. Marine, Navy and Coast Guard helicopters flew to the scene from New York, Lakehurst, N.J., and Virginia, and removed the ship's crew, leaving behind the captain and his first mate, who were later ordered by the owners to abandon ship.

Merritt-Chapman & Scott Corp., the internationally known salvage firm, arrived on the scene to stabilize the wreck and try to save its cargo. A series of storms had battered the wreck making salvage work both dangerous and costly. The owners of the vessel, African Enterprises Ltd. of Norway, formally abandoned the wreck Feb. 12, 1959.

Sandy and I had another interesting flight on the night of 7 January 1959 when we were scrambled to intercept a USN blimp caught in heavy weather and unable to get back to Weymouth, Lakehurst or Norfolk. It was a "dark and stormy night" and although we were in UHF coms with the blimp, we did not know the distance. Sandy asked if they could show lights, and they did. The whole bag was illuminated and it was right in front of us. They found out that MCAS Cherry point had an old mooring mast and they were able to get a boost from a quartering wind and made it safely there.

Air Station Atlantic City Maintenance Technician Receives NORAD Award

AET1 Andrew Anton was selected as the Continental U.S. North American Air

Force Aerospace Control Alert Maintainer of the Year for 2020. The Continental Division of the North American Aerospace Defense Command is comprised of the US Air Force, Air National Guard, Army National Guard, Canadian Air Force and to the surprise of many – the Coast Guard. The National Capital Region Air Defense Facility of the CG is housed under the command of NORAD in Washington, D.C and is their only permanent air defense unit. Operating simultaneously as both a military branch and law enforcement within the Department of Homeland Security allows the elite CG unit the ability to respond to potential threats on a moment's notice. One of their most vital missions is protecting the restricted air space around the White House. AET1 Anton is a member of the small crew of coasties tasked with protecting America's capital and the only coastie to have ever been selected for the Maintainer of the Year award.

"It was a surprise to me. I didn't see it coming and it's very humbling," he said. "We don't fly the helicopter by ourselves. This is a team award and a Coast Guard win." He is responsible for managing, scheduling and maintaining all of the helicopters at the unit. "We are the only rotary wing air intercept entity under the NORAD structure. We are Coast Guard but we work for the Air Force," he explained. "I work for Aviation Engineering and I'm a maintainer, a mechanic," Anton said. But he's also a CG Rotary Wing Aircrew Member, an Enlisted Flight Examiner, Flight Standards Board Member, a facility Training Petty Officer and is responsible for primary quality assurance. He does the job that requires eight separate Air Force members to do. "As coasties, there's just so many hats that we take off and put on, but we do it well. We're so accustomed to being adaptable," Anton shared.



Ancient Albatross Ptero ADM Charlie Ray Presents Award to AET1 Anton. CG Photo by PA1 Tara Molle.



CGAA Local Coordinator Program

The Local Coordinator Program is established in order to promote the CGAA in the general region of Coast Guard Aviation Units as well as other selected locations. The purpose is to raise the profile of the Association, interact with former and active duty aviation personnel, as well as the local Air Auxiliary, and recruit new members

The Local Coordinator represents the CGAA to the following:

- The local Command. Sole point of contact for CGAA issues. Assist the Command in any way the CO may desire.
- All CG Aviation personnel in the area. Officer or Enlisted, Active or Retired as well as Air Auxiliary.
- The Local Community. If able, involve CGAA people in community activities and civic as well as other veterans organizations.

We now have a Ptero designated as the CGAA Local Coordinator in all but four locations. Covid-19 has caused the cancellation or severe restrictions on virtually all scheduled events. However, our LC's coordinated with the various Commands for the annual CGAA awards presentations that this year had to be held all over the country. This has been but one example of the good work of our Coordinators representing all Pteros. Take a look at this list, contact your Local Coordinator and offer up some assistance. If you wish to become one, contact Ptero National Coordinator Jim McMahon at jim.mcmahon44@yahoo.com or 281 753 5221.

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Washington	Joe Kimball	joekimball65@gmail.com	703 347 1330

POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES

by the Coast Guard Aviation Association / Ancient Order of the Pterodactyl

The CGAA has now established a mentoring program designed to assist all of our aviation personnel in securing post-Coast Guard employment. The following people have volunteered to counsel and assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers. **However, before they can talk, you must be a member of the Association. Have your member number ready. To join online:** <https://aoptero.org/membership/>.

JIM McMAHON, SHELL OIL COMPANY (Ret): Jim is our Local Coordinator in Houston. He served in the Coast Guard for 12 years and left as an AD1 to pursue other interests. He has been with Shell Oil Company for the last twenty years and is now an Operations Landscape Manager. He's the company IT guy. Jim is also heavily involved in Shell Oil's MILNET or Military Network program. Shell wants to hire military veterans. He can be reached at: jim.mcmahon44@yahoo.com or 281-753-5221.

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

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

SEAN CROSS, CAPT USCG (Ret): Sean is President and Chief Operating Officer of Helinet Aviation Services, Van, Nuys, CA. Helinet operates everything from A-Stars to Blackhawks. It has 85 employees and is always looking for pilots, mechanics and other staff. He can be reached at: scrossr@aol.com or 540-735-4921.

STEVE RAUSCH, CDR USCG, (Ret): Steve is an Airbus First Officer for FEDEX, and serves as our Local Coordinator in Memphis, TN. He is available to counsel pilots and has numerous contacts in the FEDEX aircraft maintenance operation. Despite Covid-19, FEDEX is actively recruiting both pilots and maintenance people. Steve can be reached at: rauschfamily@comcast.net or 901-871-4702.

BILL PAPPAS, CWO4 USCG, (Ret): Bill was an ADCS to CWO to LT. He transitioned to the private sector and held a position with a Government Contractor then spent a couple of years as a Director at an IT consulting company. He went on to a publicly traded company, where he was VP-IT and then Senior VP—Chief Information Officer. Bill has extensive experience hiring and mentoring personnel. He can be reached at: wpappas@me.com or 919-889-7847.

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

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

HANK SCHAEFFER, CDR USCG, (Ret): After retirement from the CG, Hank worked for FlightSafety International as an S76 Instructor. He then transferred to FlightSafety Boeing. With Boeing, he became the 737NG (Classic) Maintenance Chief Instructor, a Human Factors Instructor and Manager, Regulatory Approvals and Standards. Hank can be reached at jhjs1@yahoo.com or 541 749 0774.

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

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

TONY CLARK, CDR USCG (Ret): Tony is currently employed as a Command Pilot and Aviation Safety Manager for Croman Corporation in White City, OR. Croman Corp operates SH-3H, S-61A and S-61N helicopters on wild land firefighting contracts for such customers as the US Forest Service, Bureau of Land Management and CAL FIRE. Croman is always looking for qualified mechanics as well as pilots. FAA A&P is preferred but not required. Tony can be reached at rawr1@msn.com or 503 440 1489.

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

DAN CRAMER, CDR USCG (Ret): Dan is a line pilot and Safety Officer for Metro Aviation in Ashville, NC. He can discuss the ins and outs of the Air Medical world for both pilots and mechanics. He states that USCG people are highly respected in this entire field of aviation. Dan can be reached at daniel_s_cramer@yahoo.com or 510 229 0924.

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

The only job requirement is to relate your experiences as you made the transition from Coast Guard Aviation to any kind of civilian employment. If you have any questions, please call or email: Jim McMahon at jim.mcmahon44@yahoo.com or 281 753 5221.

LOCAL ACTIVITIES



I played in my local Catholic Church golf fundraising tournament on 9/20 - delayed from earlier due pandemic. Here's my tee sponsorship in the name of CGAA, at the Lake Monticello Golf Course 18th hole, a par 5, which my team birdied. And, we WON the tournament w/ a 7 under par 65! Ptero Ben Stoppe

In August, Ptero Mark Benjamin, Aviator 1665, received the 2020 Cherry Wings Award from CO then-CDR Chuck Webb, Aviator 3422F, for his outstanding support of Air Station Traverse City.

Congratulations!



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 or 508 888 7384.

CORPUS CHRISTI: Monthly luncheon. First Thursday of the month at 1500. IHOP on Padre Island Drive. For more info, contact coordinator John Mills at 361 215 6941 or Corpus Christi Local Coordinator John Pasch at paschfam@gmail.com or 504 236 6562.

KODIAK: Annual Kodiak Chamber of Commerce Coast Guard recognition dinner. Held during the month of February each year.

For information contact Kodiak Local Coordinator John Whiddon at jbwhiddon52@gmail.com or 907 942 4650.

TRAVERSE CITY: Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City, MI. Monthly Ptero dinners. Scheduled each month September thru May. Generally, these take place on a Thursday evening at 1800 somewhere in the Traverse City area.

For more information contact Traverse City Coordinator Mark Benjamin at sbenjmar@aol.com or 231 642 1201.

CG Aviation Association Spotlight - AUX John Kane (P-3602) By Ptero LT Mark Currier (P-4690)



In the Coast Guard, “Semper Paratus” is echoed within our every action. Whether executing a challenging SAR mission or providing humanitarian relief to others in need, we “Stand the Ready”. Some of us go above and beyond this calling, selflessly giving back to others, even when our primary mission has been temporarily suspended.

During the COVID-19 pandemic, many Auxiliary operations, especially Aviation missions, were placed on hold due to health concerns. Only essential functions and very specific missions were and continue to be authorized. Nevertheless, several Auxiliarists have stepped forward, finding new ways to volunteer, creating and donating face masks for our active duty members or seeking more unique roles to assist in the community.

Mr. John Kane has been a very active Auxiliarist for several years, joining in 2005 after graduating from the Auxiliary University Program (AUP) at Loyola University Chicago. He has held multiple positions within the Auxiliary including Vice Flotilla Commander (VFC), Historian (HC) and Division Chief for Canada and Europe (DVC-IE), as well as holding the distinction of one of the only “Irish Gaelic” interpreters

within the AUX Interpreter Corps which he joined in 2007. With no prior aviation experience, he personally sought out and completed qualification as a CG Auxiliary aircrew member, and in 2014 joined the CG Aviation Association as a Life Member. He has flown over 50 hours as a qualified Air Crew member with various flotillas around the country in support of the CG’s many unique missions. When he is not serving his country through the CG Auxiliary, Mr. Kane serves his community as a School Counselor at the Air Force Academy High School within the Chicago Public School system, advising over 200 aspiring youths, many of which continue on to careers in aviation. When COVID-19 placed his local flotilla flights on hold and closed his place of employment, Mr. Kane saw an opportunity to continue serving.

With his unique skill set and a Masters degree in Counseling, he solicited the American Red Cross, an organization that has provided “service to humanity” through various relief efforts for over 130 years. Founded by Clara Barton in 1881, the American Red Cross originated from her medical service and care to wounded soldiers during the American Civil War, earning her the nickname “the angel of the battlefield”. Continuing in this proud tradition, Mr. Kane now serves as a Disaster Mental Health Counselor (DMH), responding to calls for assistance from individuals experiencing various types of crisis including mental health and referral services. Working from home, he contributes 40 hours a week as a volunteer to the American Red Cross, logging over 575 hours total since the pandemic started, taking as many shifts as he can to field calls from across the country, providing advice and comfort to countless Americans facing challenges in the aftermath of tragedy. He continues to counsel anyone who contacts the help line, whether mentoring individuals diagnosed with COVID-19, family members supporting another that has the disease, or anyone experiencing a disaster, fire, flood, injury or illness.

“Anyone could be affected by a disaster at the least expected time, so I have had the chance to work with people of many different

ages, backgrounds, and life experience. I figured if I couldn't physically lend a hand, that at least I could ‘lend an ear’ and try and help the survivors to cope with the traumas, loss of relatives, pets, and homes that they had experienced as well as to help them connect with additional counseling resources in their area” states Mr. Kane.

Even though his “heart longs for the skies” Mr. Kane remains Semper Paratus on deck, “standing the ready” for his community and country, no matter what situation comes his way, showing the true heart of a Coastie through his Devotion to Duty, following in the footsteps of thousands of CG men and women before him. “Everyone is gifted in their own way. Think about what gifts you have and how you might be able to use your gifts to help others,” states Mr. Kane.

Mr. John Kane, thank you for your service. Semper Paratus!

How to donate to the American Red Cross

<https://www.redcross.org/donate/donation.html>

How to Volunteer with the American Red Cross

<https://www.redcross.org/volunteer/become-a-volunteer.html>



Arctic Hot Point Solutions & Fallen American MIA Repatriation Foundation Team Update-September 2020: USCG Repatriation of J2F Duck



Like any visionary project, along the

way there are always exciting successes and disheartening setbacks. We have been working feverishly to pull together all of the moving parts necessary to get this year's mission off the ground. We knew, with COVID 19 this year, it was a long shot to get on the ice, but we are used to impossible odds, so we were cautiously optimistic. Despite that, we continued on, seeking to get authorization to travel into Greenland to continue our drone UAV search for the crew of the USCG J2F Duck in the face of a travel ban. We actually were granted an exception for our team.

At the end of the day, all permissions were

granted, tickets were purchased, bags of radar equipment were being packed, then...all flights into Kulusuk Island were cancelled. Even this stubborn crew can read the writing on the wall, and it said clearly, "Better luck next year!"

Still, that isn't going to stop us in our tracks. Instead, we are reprioritizing our schedule to jump full steam ahead for next season. We will be directing much of our time to gear up for the recovery of P38 (Echo) which is waiting 350 feet below the ice cap. And of course, high on our priority list is to locate the men of the USCG J2F Duck, now slated for 2021. —Jim Salazar and Ken McBride

Great DIY Projects CG Auxiliaries Tackled While Quarantined

Text & Photos by Ptero Como Joseph Giannattasio, P-3021, District Fifth Northern

When Coast Guard Auxiliary members spend too much time at home, the same old, same old starts to get a little, well, *old*. So, several District Fifth Northern members decided to do something productive since they were going to be stuck at home for awhile. Do-It-Yourself (DIY) projects can be taking action on some fun craft project ideas that you've been kicking around for what seems like forever now. With that in mind, here are a few crafts that some creative Auxiliarists developed during quarantine that helped them pass the time, and will make great gifts for family, friends, or Tam Coast Guard shipmates.



Create to give. Many Auxiliarists in the crafting and sewing communities are making protective masks, gowns and other essential items and donating them to family members of active duty Coasties. As Auxiliarists, Chris and John Burns pitched in during this unprecedented crisis by sewing protective masks of various sizes for the children and spouses of active duty members at CG Station Cape May and home-ported cutters.



Totes made from an old uniform are all the rage with military families. AUX Linda Skvarla is a master sewist and developed this great idea into an project. It's a design that can be easily modified to make different sized and shaped bags, i.e., a messenger style bag from old ODUs. The size of this bag is perfect for a few books, an iPad or the like.



AUX Linda Skvarla adds an Auxiliary touch to holiday decor with Christmas stockings created from Coast Guard Auxiliary uniform materials. Now here is a stocking that Santa can't wait to fill!



This Auxiliary flatcar with boat is actually a O-scale train car custom painted by an Auxiliarist-elf for a Coast Guard family.



These customized protective masks promote member safety as well as public awareness of the Coast Guard Auxiliary.



Blast from the Past—From Pterogram 1-77 (SITREP #1)

The initial response to our membership drive might be termed somewhat whelming. Out of a total of 310 individual notices mailed out, 93 replies have been received. A trickle of responses has come from active duty aviators through the general notices to air stations. As these are received, the names will be added to the individual mailing lists. Requests have been made to the Retired Newsletter and the aviation periodical 'Flight Lines' for dissemination of the word.

Several respondents have objected to the name 'Pterodactyl,' mainly on the grounds of pronounceability. There are several schools of thought on how to field a bouncer of this magnitude, and the de-facto management will make no judgment or ruling on the play at this time. Those adherents to the silent 'P' (as in 'pswimming') may pronounce the word as 'Terr-o-dack-till.'

Those who still admit to Irish ancestry and wish to get full mileage out of their 'P's' can voice it 'Peter O'Dactyl' without objection from the front office. If you want to go all the way to the bar of knowledge on the matter, our department of prehistoric research can now divulge that the true meaning of the name derives from the Greek 'Ptero,' meaning 'winged' or 'flying;' and 'dactyl,' meaning, of course, 'finger.'

Re: 'de-facto management:' the original quartet setting off the whole scheme have established an administrative jury-rig to keep things moving, organized more or less along these lines:

Andy Wall (Prop Spinner): Chairman, ways and means; Chief delegator of authority; Postmaster General; Issuer of Proclamations (before editing); Head, labor pool, and Chaplain.

Norm Horton (Taxi Signalman): Speaker of the House; Chief, Research and Development; Technical Director; Deviations and shortcuts coordinator; Congressional liai-

son; and Devil's advocate.

Gus Shrode (Log Yeoman): Minority Whip; Head, Administrative Section; Comptroller and Small Claims Judge; Media Control Officer; Historian and curator of trivia; Resident editor and semanticist.

George Thometz (Chock Puller): Chairman, Indian Caucus; Head, Public Affairs Section; Social Secretary and Chief of Protocol; Chief of Heraldry; Chief Choreographer; Booking Agent and Maitre D'.

As you can see, and as you well know, an aircraft being flown by a coalition is in pretty shaky status, but our main purpose is to get off the ground and then settle down to decide how the order is to be perpetuated.

To end this Sitrep in summation, initial response has been encouraging, but we can use an all-hands effort to broaden the membership rolls. Many thanks and stay with us.





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 late-2020 "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 Tyler T. Aulds	Elizabeth City	AMT3 Julian J. Ciolino	Atlantic City
AMT3 Dylan M. Cremonesi	Kodiak	AMT3 James R. Lineman	Miami
AMT3 John A. Lundquist	Corpus Christi	AMT3 Paul A. Moreno	Mobile
AMT3 Zackary E. Pardo	Sacramento	AMT3 Thomas S. Price	HITRON
AMT3 Luis E. Santiago Montesino	Barbers Point	AMT3 Skyler N. Taitano	Cape Cod
AMT3 Paul M. Williams	Detroit	*AMT3 Eric C. Johnson	Clearwater
AMT3 Nathan B. Barker	Sacramento	AMT3 Tyler S. Fritzius	Mobile
AMT3 Jonathan A. Hernandez	Mobile	AMT3 Adam Lukasiewicz	Savannah
AMT3 Charles C. McKinnon	Mobile	AMT3 Mark A. Tallent	Miami
AMT3 Logan A. Wilson	Miami	*AMT3 Logan G. Wilson	North Bend
AST3 Manuel A. Vaquer	Clearwater	AST3 James D. Wilson	North Bend
*AST3 Kimble R. Petersen	Kodiak	AMT3 Kyle J. Baxley	Sacramento
AMT3 Christian E. Falzone	North Bend	AMT3 Steve J. Frohling	Miami
AMT3 Dakota D. Hipes	Mobile	AMT3 Jeffrey A. Predella	Cape Cod
AMT3 Zachary T. Prentice	New Orleans	*AMT3 Brennan N. Burns	Kodiak
AMT3 Noah W. Collins	Barbers Point	AMT3 Tobias E. Crowley	Elizabeth City
AMT3 Brandon R. Cushman	North Bend	AMT3 Mark F. Meyer	Houston
AMT3 Ryan W. Schoonmaker	Humboldt Bay	AMT3 Tyler D. Schuchhardt	Traverse City
AMT3 Seth J. Shier	Elizabeth City	*AMT3 Daniel L. Cooper	Sacramento
*AST3 Tobias J. Hofmann	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>
4946 David S. Westland	Elizabeth City	4947 Jordan A. Hopson	Cape Cod
4948 Michael A. Clancy	Houston	4949 Andrea C. Saldana	Astoria
4950 Timothy L. Thomas	Clearwater	4951 Victoria A. Holder	Barbers Point
4952 Cara L. Halm	Sacramento	4953 Robert W. McKenna	New Orleans
4954 Mitchell E. Holloway	Atlantic City	4955 Donald L. Murrow	Barbers Point
4956 Casey R. Thome	Atlantic City	4957 Jonathan M. Emas	North Bend
4958 Tevin A. White	Corpus Christi	4959 Travis S. Weaver	Port Angeles
4960 Lindsey M. Norwood	Corpus Christi	4961 Borovok	Barbers Point
4962 Bayley R. Olds	Clearwater	4963 Tara S. Strauss	
4964 Benjamin Chapman	Miami	4965 Le Nelson	Clearwater
4966 Marissa A. Bonnefin	Elizabeth City	4967 Jamel H. Chokr	Corpus Christi
4968 Nicholas R. Hubner		4969 Kyle R. Jackson	Astoria
4970 Daniel A. Kenney	San Francisco	4971 Joseph D. Sayre	Clearwater
4972 Katherine Contento	Clearwater	4973 Patrick Seebald	Elizabeth City
4974 Benjamin Lesniak	Elizabeth City	4975 Londen Thomas	Clearwater
4976 Kelly J. Allison		4977 Brandon W. Books	
4978 Christopher C. Bowman		4979 Ryan C. Marshall	
4980 Christopher S. Sullivan		4981 Aaron C. Corn	Miami
4982 Blasé C. Curtis	Sacramento	4983 Kevin R. Malmrose	Clearwater

Ten Pound Is. Annual Wreath Laying Ceremony Conducted

Current COVID-related restrictions prevented us from conducting a "formal" event this Veterans Day in commemora-

tion of CGAS Ten Pound Island. We could not gather in a group or advertise a Pubic Affairs event. However, I did place a wreath adjacent to the plaque. This important milestone in CG aviation will not be forgotten. Ptero John W. Keyes, P- 3390, Keeper of the Plaque



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 and request access to the members-only area. Be sure to include your full name and email address. Members who join/renew online automatically have access to the members-only area.

The Ptero Store Store has a whole new lineup of Logo Gear for Christmas! Introducing a nice, warm jacket & Beanie, to keep you warm, in several colors and a new selection of polo shirts, all with either the improved CGAA Logo or your favorite aircraft embroidered on it are available.



If you have a favorite shirt or jacket that you love and want

to have any of our logos embroidered on it, simply contact Lorie at the Ptero Store to make sure where to send it and she will have it done for you.

The 2020 Virtual Roost may be viewed on our website at your leisure.

Remember, the Port Angeles Roost has been post-

poned until September 2021. Please visit the "Store" tab at <https://aoptero.org/> or the online site directly at

<https://stoutgearsailing.myshopify.com/collections/coast-guard-aviation-association>

You can even pay by check if you don't like using credit cards on the internet. Ptero Jay Crouthers, Aviator 1360/722, Store Manager.

Dec 2020 **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

ROOST Report from 6 a smaller fleet, and will be a surge force. There will be more sensors and autonomy and UAVs. He commended our UAV operators. We'll still need well-trained pilots and aircrewmembers and guidance from the Pteros. He discussed his attendance at the memorial service for LTJG Morgan Garrett [See P. 1] and lauded her devotion to CG aviation and that of her cohorts in flight training. He said that the future of CG Aviation is bright. He thanked the Pteros for staying connected to CG Aviation and inspiring the active duty folks. [See also P. nine]

Prez Emerson gave his wrap-up comments. He stated many lofty Ptero goals and plans. He said we may even have a Ptero Swimsuit Calendar. He urged us to make our donations to the CGAA now; he did. He again thanked Jay Crouthers; the Roost was virtual, but the preparation

was real. He said we proved that you can teach an old Jay new tricks. He told us to stay safe and have Happy Holidays.

A video was then shown of a rescue of Santa in the woods by an AirSta North Bend H-65 crew. Santa was having a low blood sugar episode. Santa gave the hoist operator a big kiss. Christmas was saved!

A 30-minute live Q & A session was then led by Mark D'Andrea. Many stimulating questions were fielded by the Board and HQ subject matter experts. ADM Ray announced that Ptero Jim Woltz, the first CG Enlisted Ancient Albatross, passed away on 8 December in Mobile. Gary Gamble said the funeral services were conducted today.

Prez Emerson closed by saying that he was so excited that this Roost got done; there was lots of pride evident in putting it together. He again thanked our sponsors and said that this is an incredible club to be a part of. Happy Holidays!

"This is an incredible club to be a part of!"



2020 VIRTUAL ROOST

Fall 2020 - Pterogram 23

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

NON PROFIT
ORG.
US POSTAGE
PAID
Merrifield, VA
PERMIT # 1338



Return Service Requested



Greenland Team Update: USCG J2F
Duck Search/Repatriation.
See Story on P. 20.



MAIL Pg. 15

**THAT'S NOT
ALL !!**

35% design review of Air Station Ventura, CA is officially complete! More than \$50M has been allocated to build a hangar for up to 4 MH-65's or 4 MH-60 "Jayhawk" helicopters plus an Administration building. The new AirSta hangar and outlying structures will be located about 1/4 mile Southeast of the Threshold of Pt Mugu's Runway 21. Groundbreaking is tentatively scheduled for the first Quarter 2021 with estimated completion in November 2022. Full operational capability is projected to be in early 2023. See story on P. 10.



Yuba City, CA—A Christmas rescue that changed aviation history 65 years ago!
(note Christmas decorations above street) (calisphere.org photo) See Story on P. 11.

